

321BHP VXR

A blue Chevrolet Cruze VXR is shown from a front-three-quarter view, parked on a gravel surface in front of a wooden barn. The car features multi-spoke alloy wheels and a sporty front grille. A pink banner with the text "321BHP VXR" is overlaid on the top left of the image.

Badass Bugeye

DEFINING CAR CULTURE SINCE 1987

SEMA SPECIAL

Info packed report
Products showcase
Sin City Motors
Vegas Must Dos
SEMA Ignited

RWB Porsche 993

A red RWB Porsche 993 race car is shown from a front-three-quarter view. It features a large rear wing, racing numbers '18' on the front fender and '18' on the windshield, and a 'RWB' logo on the windshield. The car is parked on a paved surface next to a light-colored wall.

Liberty Walk kitted Audi R8 V10

WWW.LB-PERFORMANCE.COM

LB ★ PERFORMANCE



£4.80
FEBRUARY 2016
02

#364

BC

street & circuit
PERFORMANCE SUSPENSION SYSTEMS

BUILT WITH PRECISION MEASURED BY SUCCESS

BC Racing are renowned worldwide for their high performance suspension systems. Now available for over 500 vehicle applications.

FEATURES

- Pillowball upper mount
- Camber adjustable top mounts
- Aluminium top plates
- 30 way adjustable damping
- Adjustable spring platform
- Height adjustable bottom mount
- Bearing mounted spring platforms
- Dust boot to protect damper seals
- High quality body finish
- Springs and accessories available

* Features depend on application



EVERY DAMPER DYNO TESTED

Every BC Racing damper is dyno tested in-house. Our coilover kits are only assembled using matched dampers to ensure equal and efficient damping throughout their range.

Because we only use matched coilovers, you're assured of maximum stability, handling and performance on both the street and circuit.



0% FINANCE AVAILABLE

FULLY
ADJUSTABLE
FAST ROAD

BR
SERIES



£699
£769

INVERTED
MONOTUBE
TRACKDAY

RM
SERIES



£849
£949

EXTERNAL
RESERVOIR
PROFESSIONAL

ER
SERIES



£1399

SEE BMW APPLICATIONS ONLINE AT
WWW.BCRACING.CO.UK

CALL 01274 683 633

TRADE ENQUIRIES WELCOME. E&OE. PRICES SHOWN INCLUDE VAT. SEE WEBSITE FOR LATEST SPECIFICATIONS.



apex
PERFORMANCE

BC
street & circuit

SPORT

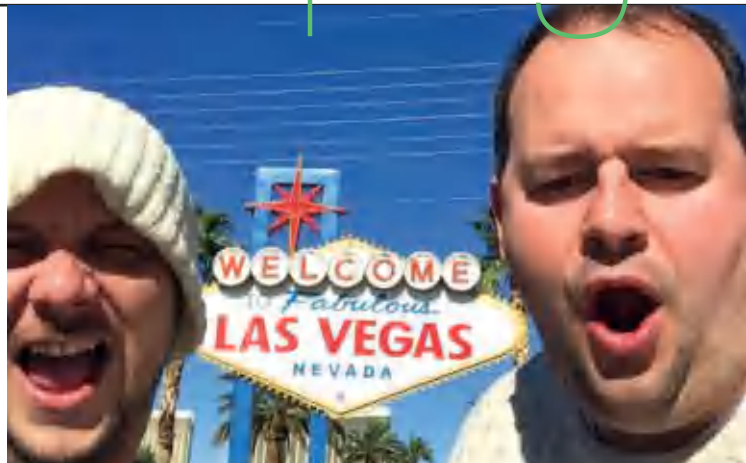
ONLINS

HARDWARE

DE



Keep up to date with Team FC on...
www.fastcar.co.uk, Facebook, Twitter & Instagram



RANDOM SHIZZLE FROM TEAM FAST CAR THIS MONTH...

SLIM JULES

EDITOR

"Vegas was awesome. I spent a lot of money on booze, gambling and strippers. The rest I wasted."

Sixteen years in publishing including a spell as a pap, IMIAL Level 2 Mechanic, Poppadom Eating World Championship runner up, Race National B Licence holder.
jules.truss@kelseymedia.co.uk



MIDGE

CONTRIBUTING EDITOR

"Excess luggage cost me a fortune. Still, my mum was pleased with her Elvis jumpsuit."

Uber-short serial Gumballer and monster truck driver, IMIAL Level 2 Mechanic, built 12 feature cars, five cover cars, five rally cars and has a degree in pottery.
james.burr@kelseymedia.co.uk



INITIAL G

ART EDITOR

"I've invested in gas and electricity to keep me warm – 25,000 older people die every winter."

Thirty years of design experience (he used to chisel stuff out of stone), champion archer and currently working on proving inflationary cosmology propagation, through vacuum energy.
graham.morecroft@kelseymedia.co.uk



GLENDA

WEBSITE EDITOR

"I've bought a beard trimmer. Have I mentioned I've grown a beard since this picture was taken?"

Social media guru, Gumballer, IMIAL Level 2 Mechanic, fully qualified lifeguard, purveyor of super lows and very large feet. Also likes cars rather a lot.
glenn.rowswell@kelseymedia.co.uk



Well, as months go this was a fappin' good one and you've probably already worked out why? Yeah, we hit Las Vegas for the Specialty Equipment Market Association and a huge dose of car culture that should keep us going well in to next year. We're not even going to complain about the aching feet, blisters, over-priced food or jet lag, because what we've just witnessed was worth every bit of it!

Unlike us though, you don't have to spend your inheritance to see it. That £4.80 (or less if you're a subscriber) you've just spent is your front row ticket to everything SEMA had to offer. It'll be as if you were there yourself. (Well almost!)

There's a huge show report packed with more info than Las Vegas's Vice Squad, three awesome feature cars that were the talk of the show and a shop tour of TV's *Sin City Motors* (this place is the definition of cool)! Plus a products special, a SEMA Ignited report and a four-page lifestyle feature on what to do in Vegas. With *FC*, what happens in Vegas doesn't stay in Vegas!

And that's just the first half of the magazine. The second half is packed with even more top-level feature cars – all from the UK's shores – a show report from Edition 38 and all the usual regulars you know and love.

I'm not sure how we're going to top this issue next month, but we'll start by taking inspiration from all the new trends we saw in Vegas and compiling them into our Styles of 2016 feature. Anyway, before you even think about that, grab yourself some Jaffa Cakes and a cuppa tea, and get ready to hit the strip. Viva Las Vegas, baby!

Big Love,

Jules

THE EXTENDED FC FAMILY:

Stavros The Tuning Guru
David Nettleship Advertising Man
Steve McCann Scotty Dawg
Little Nick Freelance Writer
Little Sarah Marketing Maestro
Dan Pullen Camera King

Keve.be Belgian Snapper
Chris Wallbank Amazing Tog
Damo Hall Super Sub
Jon Davies Show Shooter
Jarkle Writer Extraordinaire
Davy Lewis Super Sub The 2nd

FAST CAR MAGAZINE
FEBRUARY 2016

ISSUE 364

Cover image:
CJM Photography
Kelsey Media
Cudham Tithe Barn
Berry's Hill
Kent
TN16 3AG



contents



CARS OF SEMA

AUDI R8 V10 010

This is the first Liberty Walk kitted R8 V10 in the world and we got the fappin' exclusive!

BMW I8 028

What do you do with BMW's revolutionary hybrid sports car? Slam it on air-ride, wrap it matt black and fit Rotiforms, of course!

PORSCHE 993 038

Meet JennaBelle, an RWB Porker 993 with a very phat arse! Lovely.

BRITISH BEEF

ASTRA VXR-R 062

Nope, we haven't made a typo, this really is a VXR-R... find out why in the feature.

SCOOBY WRX 070

Stanced to perfection this WRX goes against the rally-throwing grain.

VW SCIROCCO 082

We reckon this is the best Scirocco in the country, but do you agree with us? Judge for yourself...

CIVIC COUPE 090

This juicy EK is an absolute stunner and no mistake.

SEMA SPECIAL

NEWS 008

To be honest there's no news but there is a report on SEMA Ignited and a rant from that angry bloke (no, not Midge - Jules).

SHOW REPORT 018

We had enough pictures (11.2 gigabytes to be exact) to fill the whole magazine with this amazing show, but somehow we squeezed them into 10-pages!

WELDERUP 034

We head over to Sin City Motors and take a gander at car culture paradise.

VEGAS TOP TEN 044

Going to Vegas on holiday? Read this and have an even better time!

PRODUCTS 049

The Specialty Equipment Market Association show has a fair few products to offer, and here's the best of them.

OUT THERE



Edition38 076
All the action from the original scenetastic VAG show.



FRESH GEAR

054 DETAILING PRODUCT TEST

REGULAR FEATURES



PULL-OUT POSTERS 057

Need a last minute Christmas present? Frame these bad boys and boom, you're done.

STAFF RIDES 097

Midge touches a black pipe, Initial G has a month off, Jules goes straight and Tricky goes racing.

PCD GUIDE 106

In the market for new rims but unsure of your car's Pitch Circle Diameter, or offset? Look no further, it's all right here.

READERS' RIDES 108

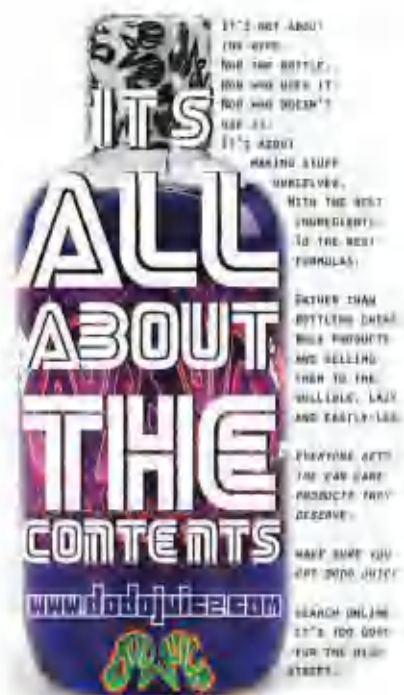
Now for the most important cars in the whole wide world... yours!

ARSE END 112

This month's Arse End actually has an arse end in it, not a nice one either! You have been warned.

NEXT MONTH 114

We can't promise you it'll be as good as this month's, but we'll give it a bloody good go with our Car Wars Special. May the force be with us.



bola wheels



Wheel Range



Bola Wheels custom drill our wheels to suit your PCD and offset needs.



Bola Wheels

bolawheels.co.uk





*Auto
Finesse*
the art of detailing

#theartofdetailing



FROM Live Las Vegas

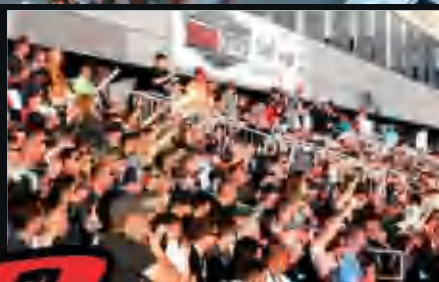
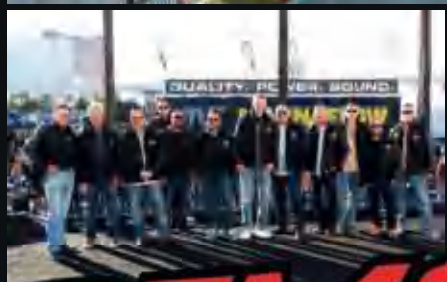
SEMA Special

It's the biggest event in our car culture calendar: the Specialty Equipment Market Association, or SEMA to its friends. And it's an absolute beast of a show. Not just in its size, but also importance. It's the show to be seen at for the industry, the place to launch new products, showcase technology and reveal demo cars that will inspire the scene for the foreseeable future.

This year's event was no different. It was huge, the biggest ever. And it has given us an insight into where the market is heading. Once again exotica ruled the way, with R8s, 458s, 964s and Aventadors all dressed in Liberty Walk and RAUH-Welt's finest fenders. You might be thinking these cars are out of reach, and although that is the unfortunate reality for the majority of us, this doesn't mean they can't inspire us to tuning greatness. You can still take their philosophies and apply them to any car!

In fact, the car that stole the show amongst all the exotica was the return of a rusty old BMW E28. Many of you will be familiar with Rusty Slammington and its place amongst car culture folklore, but for those who don't, you can read all about it in next month's *FC*. It would have been in this issue if a suspension component company hadn't shipped it off to the Essen show in Germany without warning, delaying our photoshoot! But this in itself proves the above point. Mike Burroughs' old BMW was picked to represent H&R's brand over any other of their sponsored machines. Now that's inspiring!

SEMA Ignited	008
Liberty Walk R8	010
SEMA Report	018
BMW i8	028
Sin City Motors	034
RAUH-Welt 993	038
Things To Do in Vegas	044
SEMA Products	049
SEMA SPECIAL ENDS	053



SEMA IGNITED

This is a bit of a weird one. If you're reading the magazine in numerical order, this report should come after the SEMA report, because it happens after the show. So we suggest you stop reading this, flick the page to the main report and pop back here when you're done... Or you could just carry on reading? We don't really mind!

What's SEMA Ignited? It's an aftershow party for the cars of SEMA. It's a truly epic idea because how many times have you been at a show and thought, 'I'd love to see that thing on the road and hear it start up'? If you're anything like us, too many! Well the bods at SEMA thought that too and made a spectacle of the cars rolling out of the event. They even put grandstands up for it! Cracking idea, huh?

Once the cars have rolled out of the Las Vegas Convention Centre they drive up the road for everyone to marvel at before hitting another location. It's a bit like an old skool cruise but with the highest-level hot rods, supercars and imports in the world.

Hearing the chugs of V10s and whistles of forced induction, smelling the burning rubber in the drift arena while the bright lights of Las Vegas twinkle in the background. It's as insane as it sounds and is a real pinch yourself moment!



Andy Leach's 1962 Chevrolet Bubbletop was in the Top Ten of SEMA's Battle of the Builders



"SO LAST MONTH I LOST MY SHIT ABOUT PETROL STATIONS ASKING FOR TIPS! WELL, AFTER A WEEK IN THE US OF A, IT TURNS OUT WE SHOULD COUNT OURSELVES FUCKING BLESSED"

Yup, those Yanks love a tip. If paying \$6 for a bottle of water isn't enough you also need to tip the cashier for passing it to you. Which starts to grate after a while, even if they are the happiest cashiers in the whole fappin' world – I would be too if I was getting tipped every few seconds.

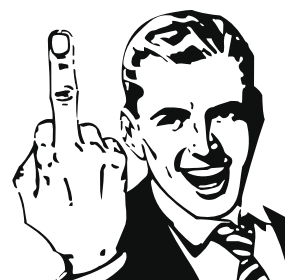
You even have to tip the guy who hails you a taxi. I'm not being funny mate, but I could have done that myself as there's a bloody queue of them right in front of me. But it's a good job you're here because I would never of been able to open that car door on my own. Here you go buddy, have a couple of dollars on me!

That's the other thing. It's not just a dollar here and there. It's a recommended 20-effing-percent! That makes that Hooters burger quite expensive!

Have a good day? Damn right I will. I'm going back to the UK!

The Angry Man

Disclaimer: The opinions expressed herein are not necessarily those of *Fast Car* or the publisher. So fuck you ;-)





American Blend

***YOU CAN FORGET YOUR LUKEWARM AMERICANO.
THIS ONE'S A DOUBLE ESPRESSO***



SEMA SPECIAL: AUDI R8

This is the first Liberty Walk-kitted R8 V10 on the planet



It's pretty hard to believe, but the owner of this amazing R8, Sean Der, has only been modifying cars for a couple of years. Now, I'm not saying this particular Baltimore-based real estate mogul hasn't always been something of a petrol head. In fact, he's owned some of the sweetest driver's cars ever to hit the streets, including RX-7s, BMW M3s, a couple of Nissan GT-Rs, another R8 V10 and a whole collection of Honda NSXs. Apparently these standard motors were just for "driving pleasure". But we all know that sooner or later getting the hammer down on a regular basis can lead to only one thing – tuning. And that's exactly how he ended up at his first show in late 2013.

He had a properly tasty NSX at the time, his fourth one as it happens. Armed with a load of custom mechanical and turbo upgrades it made 539 horsepower at the wheels. But even Sean was surprised when it picked up its first of many Best in Show trophies. Understandably he wanted more and pretty soon he was to realise modifying

cars is an addiction – once you pop, you just can't stop.

As for the NSX, after a mental FXMD wide body conversion and a satin white wrap, it was actually the last car to be featured on the cover of *Import Tuner Magazine* before Sean sold the car to pursue a new project. He even made a profit, but he admits it was a big mistake. The problem was, he learned just days later that the car had been approved for SEMA 2014. But it was too late to get it back. Missing the event was to shape things to come though, and Sean was determined to build something extra special for the 2015 season. And that's how we get to today.

I guess the real point is, there's only one thing to do when you're a little late to the game – kick it up a notch. And Sean has certainly done that here, with massive supercar-shaped bells on.

Not only is this the first Liberty Walk-kitted R8 V10 on the planet, but it's only the second car in the world to have the whole lot seam-blended into the bodywork. And before

you go thinking there's no prizes for second place, the first car to get this treatment happens to be Sean's other project – a rather fruity multi-show-winning Nissan GT-R. Talk about bossing it!

It's pretty obvious that there was a good reason Liberty Walk's Kato-san chose Sean to showcase his brand new R8 kit at the world's biggest automotive event. I'd imagine when a



Carbon mirrors are standard on the V10!



SEAN DER

So, why build one car when you can do two, yeah?

"Well, to be honest, this car would have never happened if I hadn't have met Kato-san in Miami. When we decided to make an R8 to debut the kit at SEMA I knew I wanted to take the GT-R with it. So we ended up re-painting that specially for the show too."

Anything else up your sleeve?

"Well I want to get back to my first tuning love, so I've started another NSX. I'm aiming for 1,000whp this time. I may have to ditch the R8 to fund it though."

The GT-R, R8 and now another NSX? I can't keep up...

"Yeah mate, that's the general idea!"





If Bananaman was crossed with Batman, this would be his car

bloke like the crazy Japanese legend requests you get yourself an R8 and appear on his stand that's exactly what you do – it's not an opportunity you turn down.

Still, that's not to say things were easy. Kato-san and Sean shook hands back in July when Sean's GT-R was picked to lead the parade at the Liberty Walk Summer Bash in Miami. Suffice to say that doesn't exactly leave a lot of time to build a full-on show car or to find a suitable German base car.

Luckily though Sean happens to be co-owner in APAC (Auto Performance Aesthetics Center), the very customisation shop that put together his NSX. After being impressed by the impeccable workmanship of its owners Derrick Nowell and Sterling 'Paco' Duarte, and becoming firm friends, he decided to invest and use his expertise to expand the business.

As well as a huge new facility, this expansion included a lot of extra curricular activities. After 6pm Sean's cars get the company's full attention, and that goes some way to explain why he's got not one, but two of the most revered motors to ever hit SEMA.

It has to be said the Derrick and Paco have an unrivalled eye for detail and something of a magic touch when it comes to cars, not to mention some huge trouser potatoes to go chopping up both of Sean's supercars. As Sean says himself, "Once you cut, you can't go back". And it's even more apparent when you've got one of only 10 limited edition Imola Yellow R8 V10s in the whole of North America. But then again it only took an angle grinder and a stack of skill to make this a limited edition of one. Besides, there's no other way of fitting a Liberty Walk kit, and that probably helps make them so exclusive.

As you'd imagine, the kit is perfectly installed around those massive custom-made RSV Forged dubs, which look like they weren't exactly light on Sean's wallet. The AirREX suspension package offers much the same premium-priced kudos. Admittedly tuning is limited to a Quicksilver exhaust and a spot of electronic wizardry from APR, but would you wanna race it? It is an R8 V10 with the same 540bhp engine you get in a Lamborghini after all.

Perhaps what's most important to the story



My other car is...

If there's one other love of Sean's life it's his 711whp Nissan GT-R. This one is the car that so impressed Kato-san at the Liberty Walk Summer Bash and kicked off what's bound to be plenty of bonkers supercar builds in the future. You'll be seeing a lot more of this monster in *FC* very soon.

What makes it SEMA worthy?



NO RUBBER GASKETS

It might be the first R8 V10 kit on the streets, but instead of simply riveting it on Sean's team have blended it perfectly into the bodywork. They still had to cut out more than a couple of inches of metalwork first though. Ouch. This kit is yours for the small matter of 15-grand. Double ouch. www.theperformance.co



RSV FORGED HOOPS

You can't just slap on any old set of hoops for SEMA. Luckily these crazy-spoked RSV Forged items were just the ticket to match the car's awesome bodywork. These guys offer a whole collection of wicked designs available in just about any size or finish you can think of and they start at £790. If you've got a limited imagination they'll even design 'em for you. www.rsvforged.com



AIRREX BAGS


The perfectly slammed chassis here is down to a whole new system provided by the guys at AirREX. What's clever about AirREX gear is that it all comes pre-assembled in a ready-made box so all you need to do is fit the struts, plumb in the airlines and hook up some power. They've just started distributing in the UK too. Go check 'em out. www.airrexuk.co.uk

"A race-inspired, mentalist kitted supercar with an ultimate feeling of luxury and finesse"





though isn't that it cost over 100K or has been built at the request of Kato-san in just a few months of manic evenings. It's not even the fact that it's got the first kit on an R8 V10. No, it's that they've chosen to expertly blend a kit that was probably never designed for that kind of stuff in the first place. We're getting kind of used to seeing riveted overfenders from the likes of LB Performance, Rocket Bunny and RWB but here you get all

the raw Liberty Walk flavour done in a, dare I say it, more finished and totally polished way. You could almost call it European in execution. True it's not a subtle car – saying that would be ridiculous. But there's no denying that the blending adds another level of finesse to the whole deal. And a race-inspired, mentalist kitted supercar with an ultimate feeling of luxury and finesse can't be an easy trick to pull off. 

TUNING:

Quicksilver exhaust system; APR Tuned.

CHASSIS:

10 and 12x20in RSV Forged RXV wheels with 245/30x20 and 325/25/20 Toyo Proxies and custom Toyo tyre stickers; AirREX air ride system.

EXTERIOR:

Moulded Liberty Walk R8 kit; Limited edition Audi Imola Yellow with Glasurit 90 Line paint; custom decals; window tints.

THANKS

LB Performance; Derrick Nowell and Sterling 'Paco' Duarte at APAC; AirREX; Anthony Quang at RSV Forged; Leon Lee at Just Tint & Signs; Khris Uyengkee of KU Connection; Byron Mapp and Mo Nasir Iqbal.





Digital Air Suspension System

www.airrexuk.co.uk



**TRACK FOCUSED
PERFORMANCE
STREET STYLE**

High tech, track focused air suspension systems available in Bellow, Sleeve and Multi-link suspension set-ups featuring;

- Vehicle Specific Upper & Lower Mounts
- 12 Clicks Adjustable Dampers
- Hassle-free installation
- Wireless remote operation



EXCLUSIVE DISTRIBUTOR

T: 01933 685 840

E: mail@theperformance.co

www.theperformance.co



www.competition-car-insurance.co.uk



Insurance for:

- Sports car
- Rally car/Competition Vehicle
- Motorsport Personal Accident and Travel
- Storage and Transit
- Support/Service vehicles
- Track day

0344 892 1966



Competition Car Insurance is a trading name of Towergate Underwriting Group Limited. Registered in England with company number 4043759. VAT Registration Number: 447284724. Registered Address: Towergate House, Eclipse Park, Sittingbourne Rd, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority.



WORDS MIDGE PHOTOGRAPHY CJM PHOTOGRAPHY (AND MIDGE)

SEMA 2019

**WELCOME TO THE BIGGEST AND
BADDEST CAR SHOW ON THE
PLANET – VIVA LAS VEGAS INDEED!**

Imagine the most gigantic car show you've ever been to in Europe, times it by 10 and you're getting somewhere close – the Specialty Equipment Market Association Show is simply huge. Now in its 48th year, the event takes over the entire Las Vegas Convention Centre, a ridiculously massive venue that the Americans will tell you is over 3.2 million square feet, whatever that actually means.

All I know is that this place is brimming with every single type of modified motor. They're all the absolute pinnacle of what can be done and every time you think you've seen the lot, you come across another colossal section. It's absolutely bonkers, not to mention hard on the ol' shoe leather. There's just no way you can see everything in just four days. It's not possible. But still over 100,000 visitors try and that's what makes it one of the most revered automotive spectacles in the world.

The whole American influence is clear. You see, the thing about the land of apple pie is that modifying cars isn't an underground industry – it's something that's embraced by everyone. They've been messing with motors since the Model T Ford, so tuning is something that not only comes naturally, it's something you can talk about with your granddad, and he'll actually understand exactly why you want to do it. What's more, a well-modded motor will actually go up in value here. No one wants a standard car in the States – it's just not baseball.

To my mind, SEMA must be what heaven looks like – only it has more cars, more girls and even more shiny bits to get me drooling over.





Weird and wonderful

There seems to be a surprise around every corner. Normal products aside there's always a couple of crazy bits that pop up out of nowhere. How does a genuine Shelby branded beer (with an added energy drink for the designated driver) grab you? We also saw alloys with built-in white walls, green profile tyres and car covers that look like your favourite American race cars (there's definitely a 1995 Vauxhall Cavalier underneath that one). I didn't know Timberland actually make tyres either – very fashionable I'm sure.



Getting there

The Las Vegas Convention Centre is a little way off the Strip and that's why the bods at SEMA lay on an army of free coaches to ferry people from all the major hotels. That said, there'll inevitably be hundreds of people fighting to get on 'em and traffic is always shite – it is the US after all. We found the best way to get to the show is by using the Las Vegas Monorail which goes halfway up the Strip and straight on to the venue. Weekly unlimited-trip tickets can be had for around £30 and come in mighty useful for getting around town for the customary evening piss up. Bare in mind that it's a super-busy city so, unless you're going full-baller and hiring a helicopter (yes, people have been known to do this), you will have to queue. Luckily we're British, so we don't mind that.



The Rusty Slammington

We're convinced that no other car at SEMA has had quite as much internet screen time as this E28 Beemer. Basically the whole world went nuts as soon as the cover came off, and rightly so. Brought to you by Mike Burroughs, the man behind Stance Works, we featured this monster four years ago, but I can assure you very little remains of that original car. And it was a serious bit of kit even back then!

Unveiled at SEMA after being destroyed in a fire, Rusty spent two years under the knife and now blurs the lines between modified car, custom car and one-off creation. You could call it a tubular race car, or a BMW rat rod, or any number of other things. But with a whole load of mods you'll immediately notice (it's now a two-door for a start) and even more you won't (12 inches of shortened wheelbase anyone?), it's easily one of the most awesome cars ever built. If we had to pick our coolest car of the show, you're most likely looking at it.

Top mods:

12x16 and 14.5x19-inch Porsche BBS E52 centre-lock wheels, full tubular chassis, race-prepped S38 engine with dry-sump system, air jacks, pushrod suspension, Kirkey Racing seats, custom wide body, custom interior, custom everything else.



A full feature on Rusty Slammington is currently in development!



OVER THERE: MEGA SEMA SHOW SPECIAL



OTT?

And there was me thinking one massive chromed out V8 would be enough. But no – America really is the land of excess. Still, why have one engine when you can have four? And this hairy-chested monster on the AMS Oil stand was but one of the multiple Quad-V8 drag setups we spotted. Mental.



WTF?

One thing about the Nevada desert is that you can always count on the weather, right? Well you can, unless you happen to take the UK weather with you. That's karma for being smug about going to America I guess!

Yes, apparently rain is very rare here and it hadn't hailed in Vegas for about 20 years. Until we rocked up that is.

Of course, we're kinda used to this sort of stuff, even if we only actually brought shorts and T-Shirts. But all the outside exhibitors with their immaculate paint jobs and roofs firmly in the down position definitely weren't. "Dude, where's the nearest Home Depot? I need some rain sheeting." Dunno mate, I'm from out of town.



Tomorrow's world

There's a serious amount of futuristic tech to ponder over at the show, but just how mad is this? The Strati (or LM3D), which goes on sale next year, is a whole car that's been 3D printed. Just think about it. If they can do this, it's only a matter of time before the same technology is used for bodykits, intakes and other parts. You could very well be looking at the future of modifying right here. They don't have to make it look crap either.



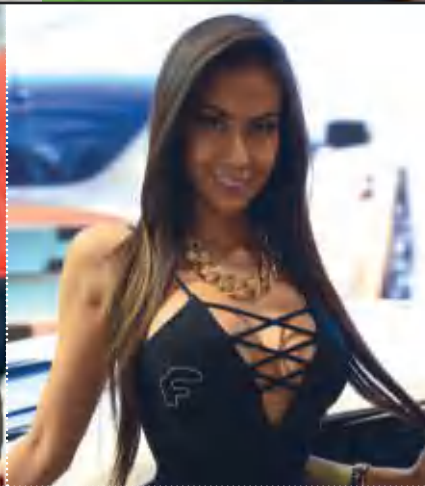
F7LTHY Ferrari 458

To say that Liberty Walk smashed it this year is something of an understatement and the 458 on their stand shows exactly why they're leading the way in the supercar sector. Now obviously it takes big balls to chop up a Ferrari, especially when it's your own and not a demo car. But the owner, DR. JJ Dubec has taken it all in his stride. Perhaps that's because he's a doctor – but then you probably have to be to afford one of these!

Top mods:

Liberty Walk V2 kit, Sky Forged wheels, AirREX suspension, BASF SuperSickSilver matt custom paint, Armytrix exhaust.





The ladies

It's pretty obvious that every company has to break out the big guns when it comes to their promo models. I'm guessing that more than a few quid was spent on high-end lady flesh. But it works – this lot can sell you absolutely anything. There's no equal opportunities here ladies. If you're not stunning, you ain't getting the job. We're not sure where they actually find these gorgeous girls, but we wouldn't object to living there.



Nothing to see here, just 'another' RWB Porsche. One of 11 at the show

Brabus CLS

It always feels kind of weird when you see cars that would take home the entire trophy cabinet in any European event just rock up and casually get parked outside. No stands, no trailers and no team of detailers with their toothbrushes out. Now, except for what we can actually see, we don't know too much about this crazy Brabus CLS. But then again, that's probably a good thing as there's a gun in the boot. The hardcore custom install isn't the only thing that pushes this to new heights though. Just check out that interior – those perfectly tucked HRE hoops and the Lambo brakes. Looks like someone's just out-VIP'd VIP!

Top Mods:

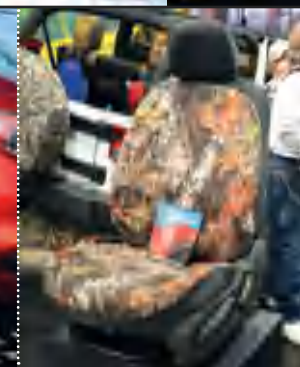
Air Runner suspension, HRE wheels, JL Audio install, custom leather, custom paint, Lamborghini discs and callipers.



OVER THERE: MEGA SEMA SHOW SPECIAL

No, no, no, no...

Obviously not every idea is a good idea – fitting a doorcard dildo springs to mind. If you're at SEMA you have to prepare yourself for absolutely everything, because sometimes, just sometimes, our American cousins have rather questionable taste. 34-inch rims, camouflage 'hunting' seat covers and weird Superman airbrushing were just a few that made a little bit of sick come up. Please don't do it!



Mother truckers

There's no denying the Yanks love their mental modified trucks and, as if they're not massive enough, they like nothing better than making them even bigger. There's a whole hall, along with a massive outdoor space, dedicated to these 4x4 monsters and though it's not really what we were there for (they're not too clever on the small UK twisties), we couldn't help but check out some of these bonkers machines up close.

We all know that the pickup is king out here and, aside from the sweet body-drop stuff, it's customary Stateside to jack up your truck as far as possible so, even if you're seven foot tall, you can't see over the bonnet. They even use air bag kits to get 'em higher.

One thing we're not so chuffed about though is their inability to keep their fingers off the air horn button. You see, these guys don't bother with normal horns. Oh no. The latest craze is to fit Train Horns which need a tank the size of the one on your air suspension just to power them. And, fuck me, do you know about it when they go off! If you're of nervous disposition, get some ear plugs.

Rywire Honda Integra

As little Hondas go (or any other car for that matter) this is an absolute stonker and so it should be – it cost the owner over 100 grand. Put together by Ryan Basseri of Rywire fame, essentially he picked up a shell that had been stolen, smashed and stripped and used it to hand build what is in all likelihood the world's finest JDM Type-R. Every mod is absolutely spot on, more than enough to put many of the more classic car builders to shame. And, judging by all the online videos we've seen, it shifts a bit lively too. As you can plainly see, this import is simply on another level.

Top Mods:

Porsche GT3 RS orange paint, turbocharged K24 hard tuned engine, Quaife sequential racing box with paddle shift, AP racing brakes, Eibach R2 coilovers, 17-inch RAYS Volk Racing ZE40s, gusseted cage.





Hundreds of hoops

Know your rims? Think that you're a real wheel rim buff? So did we until we went to SEMA. Wheel manufacturers come from all over the world to display their wares so you not only get all the well-known brands, but there's a simply mind-blowing amount more besides. We've never seen so many different rims in one place. There was a whole hall dedicated to 'em – that's right, an entire bloody hall! I mean how many wheel companies can you actually think of? At SEMA they had over 160, and that's just the ones with full-on trade booths. Us two FC monkeys have been in the business a long time, but still found ourselves being schooled in a multitude of trick brands we didn't even know existed. Here's a load of cool rims you've probably never heard of either...



The FuguZ

One of the cars that easily stole the show is this amazing 1973 240Z. Strictly speaking, this classic couldn't be minter if it had a hole through the middle. It also happens to be owned by *The Fast And The Furious* actor Sung Kang and has been put together by some of the biggest names in the business including GReddy and HiTech. Grabbing the Best Import accolade, even though it was never supposed to be a show car, apparently this 400bhp beast will be available for us all to drive in a future edition of *Gran Turismo*. Here, pass that controller.

Top Mods:

TRA Kyoto Rocket Bunny kit, race interior with gusseted cage, RB26 conversion on throttle bodies, custom leather carbon and Alcantara dash.





Baby, baby, baby

As always, the boys at West Coast Customs had a huge space outdoors to put on their famous West Coast Experience. As you've probably seen on the telly here they teach punters how to trim seats, paint cars, fit components and carry out all sorts of custom touches. Best of all there's not a fish tank in the boot or candy floss machine in sight. We would have liked to see Xhibit giving it some proper "Yo Dawg" though.

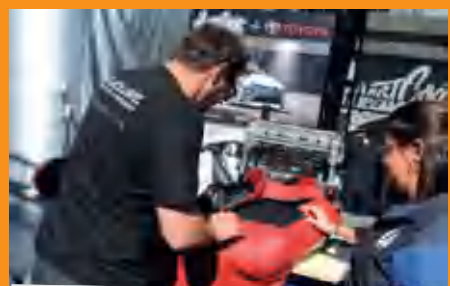
Still, they also had some seriously awesome metal on display including Team Goldfinger's Gumball Rally Phantom and Justin Bieber's very own matt blue 458 Italia.

This Liberty Walk-kitted monster, sitting on huge blue chrome Forgiato wheels made us squeal just like his army of teenage fans, but for very different reasons. Fair play to the floppy-haired one for sorting out an epic ride. Hopefully one day soon he'll be able to blag himself an air ride kit and actually lower it. Then again, unlike most celebs, maybe he could just pay for one. He must be all right for a few quid.



Welderup's truck and rod combo will be coming to FC real soon

Let's play the toughest game of 'Girl or Car' in the world, Go...



Fiveninedesign Porsche

We've seen plenty of old skool Porkers get the wide arch treatment in the last few years so it's kinda refreshing to see a more modern 911 model get the full once over. This 997 from Fiveninedesign came all the way cross-country from Florida and looks the absolute bollocks with its beige bodywork (I fucking love that - Midge) and the thoroughly retro Porsche cup livery. This one was for sale too - just \$200,000 to you, sir (or about 130 grand in real money).

Top Mods:

Liberty Walk kit, Agency Power titanium exhaust, Velos Designwerks wheels, Porsche Cup livery.





Famous faces

For once our Slim Jules didn't have the most well-known mug at an event. Hard to believe I know. But SEMA is a massive deal and that means the celebs were out in force making appearances, posing for photos and doing whatever else it is that celebrities do.

Rutledge Wood, Richard Rawlings, Mario Andretti, Edd China, Steve Darnell, Aaron Kaufman, Horny Mike, Chip Foose, Richard Petty, Adam Anderson, Ryan Friedlinghaus and Sung Kang are just a few 'car guys' we spotted. But our hands-down favourite had to be ol' Jack Hoffman from *Gold Rush*. In fact, we were so star struck we forgot to take a picture – what a frickin' ledge!



This looks familiar...



Enrique Munoz's stunning Mk4 Supra with Twins Turbo's V-mount intercooler system. Bonkers



Air Lift M3

Essex boy Carl Taylor is well-known for building some of the lairiest FC cover cars over the past few years and, now he's an honorary American living in California, he hit SEMA hard with another one of his awesome creations. The car perfectly showcases the mental new Air Lift 3H system, which is probably why we found it right there on their stand. Carl has definitely stuck to his German-roots with this wide-arch monster, although there's a distinct Yank influence – namely the massive supercharged Corvette V8 under the bonnet. As you do.

Top Mods:

LS2 engine, Vortech 'charger, Air Lift 3H, Rotiform HUR wheels, Rocket Bunny Pandem kit.



OVER THERE: MEGA SEMA SHOW SPECIAL

Fat RS

One thing that's already big news in the States is the fact that they're finally getting the Focus RS. Albeit the rather portly 350bhp, Mustang-powered, five-door. There were plenty of these on display along with an extra-special Ken Block Hoonigan Edition slammed on Fifteen52 rims. Over the four days the guys raffled this modified monster off in aid of the Junior Diabetes Research Foundation. We would have loved to take that back in our hand luggage I can tell ya.

OEM++++

From our thoroughly British point of view we always find it unusual that, come SEMA time, even the big manufacturers embrace every aspect of modifying. In many cases it's like they're saying "We know you want to customise our products so here's the base car – let's see what you can do... oh and we're gonna have a go ourselves too". It's definitely something we'd love to see more of in Europe.

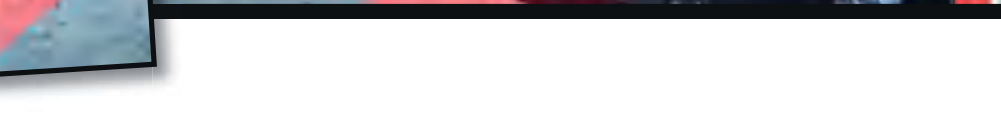
Ford had a massive presence this year with 28 unique SEMA builds featured on their gigantic stand and another 50 alongside their massively popular Ford Out Front live action demo track. As you'd expect, the F150 and Mustang builds led the way somewhat, but there was no shortage of other cool stuff like a whole collection of sweet Fiestas, tuned GTs and the odd fettled Focus.

Rides By Kam Chevy Nova

You'd be forgiven for thinking this stunning 1970 Chevy Nova on the Meguiar's stand was a bit of home grown class, but no, they had to ship the buggar all the way from Australia. It just goes to show the kind of dedication that goes into an event like this. No doubt one of the cleanest cars you're ever likely to clap eyes on, not to mention one of the most detailed, 2,500 man-hours over eight months went into the build – and that's from the owner alone. The result is 1,500bhp of absolute perfection.

Top Mods:

Twin supercharged V8, House of Kolor paint, hand built frame, 80mm sill drop, 20 and 22-inch Billet Specialties Wheels, custom made Brembo brakes, custom air ride.

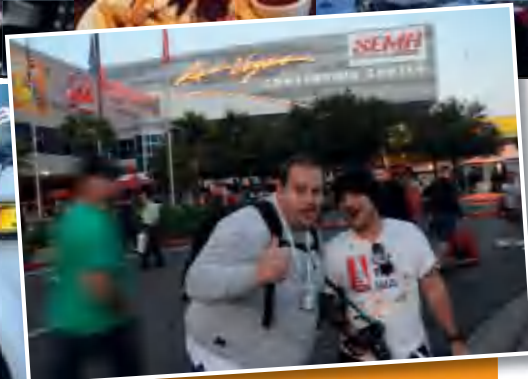


Top Gear

Automotive products are, quite simply, the whole point of the show. The clue is in the name – note the ‘Speciality Equipment’ bit. In other words SEMA is THE place to go to show off your new stuff and this year over 2,000 companies had stands packed to the gills with every conceivable part, tool and service. Many firms even hold off launching their new products until this event. So plenty of the items here have never been seen before.

It's hard to get across just how many sweet trinkets were on offer at the show, but it definitely highlighted a few trends that will be big in the UK over the next couple of years. Just about every supercar was sporting a mad kit from Liberty Walk for a start and Air Lift's top notch 3H suspension will definitely be popular with modifiers here in Europe. But if there was one stand-out trend this year it has to be these awesome tyre stickers – just about every display car going was rocking a set.

Anyway, we can't possibly fit all the new products in this little section so you can see more of our favourites in detail over on page 49.



GO NEXT YEAR

SEMA takes place in the first week of November and the only real problem is that it's a 'trade only' event, meaning you have to be working for an automotive company or be a member of the world's press. So, reading between the lines, you have to at least know someone in the trade and happen to be 'employed' by them for those four days... if you catch my drift.

If you're thinking you'll just blag your way in, trust me, you won't. In the US, credentials are everything and even the likes of Richard Rawlings and Chip Foose have to wear their passes (when they're not on camera).

Anyway once you've got accredited online, you'll want to book your flights and these will cost you £600-700 direct with Virgin Atlantic or BA. A few companies will do indirect flights stopping somewhere in the States, but then you'll be looking at a 14-16 hour slog.

There's hundreds of motels and hotels in the area, but we'd recommend getting the full Vegas experience by staying on the Strip. Traditionally the cheapest resorts are the Luxor (the big pyramid) where you'll want to stay, and Circus Circus (the big top), where you probably won't. The Bellagio is the bollocks but expensive and the MGM Grand is somewhere in between.

All the resorts will be packed with trade guests, so you'll have about a billion people waiting for the shuttle busses and another billion queuing for the monorail every morning. It's a hectic week, but a small price to pay for such an awesome spectacle. If you get the chance, don't turn it down.



Brabus SMART

If this isn't the most comprehensively modified SMART on the planet, I'll eat my press pass right now! Tucked away on the Goodridge stand this little stormer got a mixed reaction from the large-car loving Americans, which was probably the whole point. Starting with a standard Brabus, owner Dionne Mascunana has tuned the engine, created a totally one-off aero package and slammed the beast over some of the most gorgeous custom Avant Garde wheels we've ever seen. He obviously couldn't decide on the colour of those though – they're blue on one side and pink on the other. But why the hell not eh? This is SEMA.

Top Mods:

One-off DMFS wide body aero kit, AG Wheels with neo chrome nuts, Bride seats, Toyo Tyres, Mishimoto cooling, AEM Methanol injection, Vortex GT Spoiler, KW coilovers.





i8 Haters

DON'T HATE THE PLAYER. OR THE GAME

As a humble writer who's spent the last decade working on the world's best modified car mag, I'm legally obliged to hate hybrids, electronics and motors that run on anything but good old fashioned gasoline. The trouble is though, this is very nearly 2016 and I don't.

You see, technology has moved on. And in the same way that nowadays there's no real stigma in rolling coal, and by that I mean tuning the absolute bollocks off a diesel, in the future we'll all be going ballistically fast in rides like this. It's just evolution.

Personally, to be brutally honest, it's not so much to do with responsible motoring or saving the planet. It's more to do with saving the few quid I've got left in my pocket. If it's fast enough for ya, looks the part and costs less to live with than the Focus ST you've got your eye on, who really gives a shit what it runs on? Mind you prices will have to come down a bit before we all start to invest. Thirty grand for a specced-up Nissan Leaf? Do me a favour!

My point is, the eco stuff has come a long way. Electric cars used to be limited to short-range city golf carts like the G-Wiz, which I think you'll agree is nothing more than an offensive snot box, but now we have Tesla Model X which has bonkers gullwing doors on the back and will do 0-60 in 3.2 seconds. Or there's the R8 e-tron. Who needs a Ferrari V12 eh?

The same can be said for hybrids. The Prius isn't all that economical and is largely viewed as a marketing exercise for American celebrities to carefully craft their public image while masking the fact they've got a custom 9-litre Mustang Boss in the garage. But the world has moved on somewhat and now we have this: the epic BMW i8.





James McDonnell's Beemer here isn't nearly the most modified car we've ever had in these pages, but it is one of the most important. And that's because it's like looking 30 years into the future. If the totally out-of-reach, million-quid LaFerrari, Porker 918 and McLaren P1 are the next generation of hybrid hyper cars, then this here is the first realistic hybrid supercar.

Compared to hybrids of old, the i8 is a totally different animal. For starters, it's desirable. Would I have had a poster of this on my wall when I was a kid? Yes. Yes I would. Its futuristic shape is reassuringly ridiculous, like some sort of spaceship. It's engineered to have so much torque off the line that it'll do 0-60 in 3.6 seconds. You feel like you're 10 years old just by looking at it. And Tom Cruise drives one in the new *Mission: Impossible*. Let's face it, that's everything a supercar should be.

It's all about the wow factor. Put it this way, my favourite movie is *Back To The Future* (Oh no, those bloody gullwing doors again – Jules). I was five when the trilogy kicked off and I'd still sell my soul to David Cameron himself if I could have a DeLorean, even though they're supposed to be a bit shit. If they were making *Back To The Future* now, 30 years on in 2015, this is the car that would be flying around Hill Valley. The i8 is the non-shite, modern day DMC-12. Simple as.

Even so, it's a brave choice for a modified car. Not least because James lives in Florida and being a US 'gear-head' is required by law to only hanker after huge V8 motors with superchargers – not a 1,500cc, three-cylinder lump from a Mini with a couple of electric motors.

It has to be said, this one's hardly been picked for its ease of modifying either. Even the suspension system is something of a hybrid



JAMES MCDONNELL

Why did you choose an i8?

"I saw the one in *Mission: Impossible – Ghost Protocol* and I just thought I can't not have one of these in my life. It looks awesome and it's drivable too. I take it to work every day."

So what is it that you do?

"I have a gallery and tobacco shop called Mr Smokes, where artists display and sell their glassware."

Glassware? That's what you Americans call bongs and stuff, right?

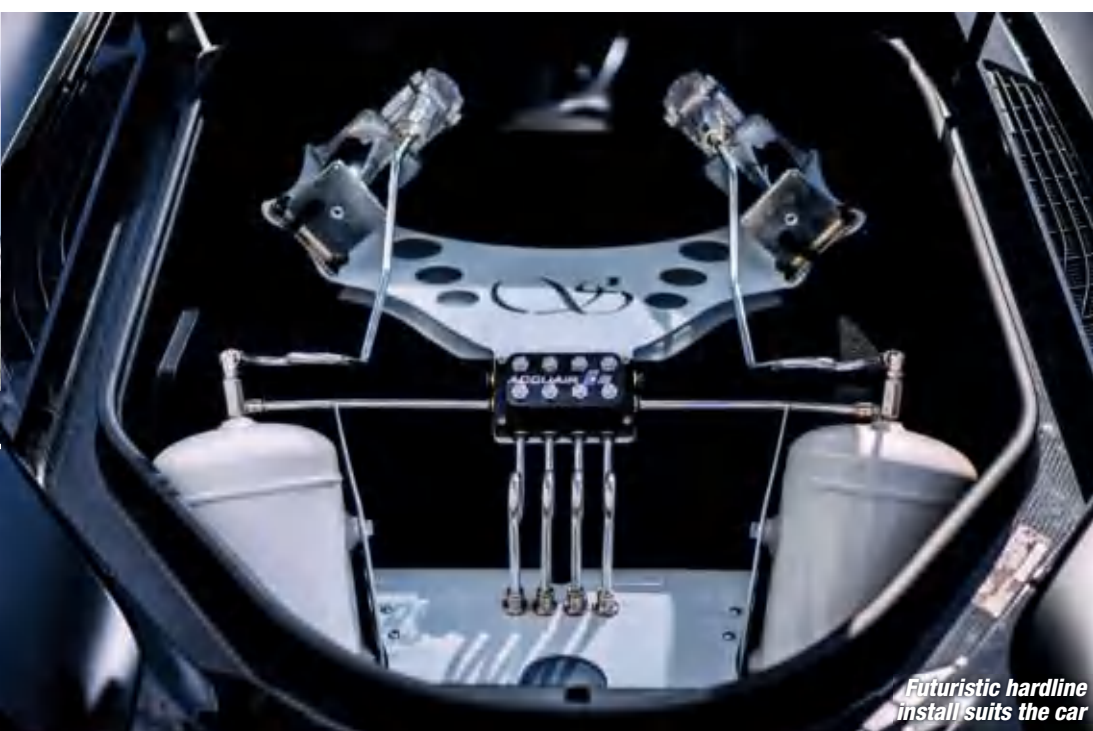
"Yeah, but for tobacco use only, you understand."

And you drive a hybrid? There's definitely some irony in that mate.

"Its futuristic shape is reassuringly ridiculous, like some sort of spaceship"



Engineered to have so much torque off the line that it'll do 0-60 in 3.6 seconds



Futuristic hardline install suits the car

What makes it SEMA worthy?



IT'S A HYBRID!

Just seeing the look on the faces of the huge V8-worshipping good ol' boys at SEMA when they realised it has the engine out of a Mini, makes one of these worth every penny. At 105,000 quid that's a lot of pennies though, even without the mods. And that's if you can even get a place on the waiting list. You'd better get those orders in people.

www.bmw.co.uk



THERE'S HYBRID SUSPENSION TOO

Obviously the key to making the whole look work is the suspension setup, but you don't go wandering into any old shop and get an off the shelf kit for an i8. No, unfortunately for James, it's a little more complicated than that. This custom setup was put together by the guys at Slammered-Inc and consists of HP Drivtech bags, Bilstein struts and AccuAir management. Perfection.

www.slammered-inc.com



WE LURVE THE COPPER

The eco-Beemer can swallow up some seriously enormous wheels and still look just the ticket. That's why James had to have these mental 21-inch Rotiforms CBUs custom-machined for the job. We're loving that unbelievable double copper finish too. And in case you were wondering for your own i8 build, they're ET30 on the front and ET49 on the rear.

www.rotiform.com

**CHASSIS:**

Custom Rotiform CBU in brushed and plated copper, 9x21inch (Et30) front, 10.5x21in rear (Et49); Pirelli P Zero 245/35x21 and 275/30x21 tyres; HP Drivtech Bags; Bilstein struts; AccuAir e-level management.

STYLING:

3M Satin Black wrap; Dapper screen visor; gloss black detailing; bike roof rack.

INTERIOR

Factory leather, hardline air install comprising of twin air tanks and Viair polished compressors.

THANKS

Slammered-Inc; AccuAir; Rotiform; 3M Wraps.

A brave choice for a modified car. The average US 'gear-head' hankers after huge V8 motors with superchargers

and getting all the right components from AccuAir, Bilstein and HP Drivtech must have caused the guys at Slammered-Inc more than a couple of sleepless nights. At least that awesome satin-black wrap must have been more normal to install.

I can only summarise that James is making a bold statement. With stupidly cheap petrol at the pumps I'm guessing economy isn't an issue. Judging by those awesome custom 21-inch Rotiforms, or the fact that he's got an i8 in the first place, he's obviously all right for a few quid.

I can't help feeling though, that all this is gonna mean he's in for more than his fair share of hate from the more opinionated and uneducated bods online. And I don't think that's entirely fair because why should it matter that it's a hybrid? Or where he got a ludicrous amount of cash to spend on it? All we should see is an awesome motor that's pushing the scene in the best – no, the only – direction possible. Modified eco cars are here to stay. All we have left to do is get used to it. 🍕



3M VEHICLE WRAPPING

Why paint when you can wrap?
Check us out: 3M Wraps UK



www.wrapyourcurves.co.uk



“That’s
a
wrap!”

Vehicle wrapping is fast becoming the thing for updating the look of your car. Our 3M™ Wrap Film Series 1080 range now has over 80 colours and finishes including matte, gloss, satin, brushed metals and carbon fibre. Go online to www.wrapyourcurves.co.uk to visualise your wrap with our colour change selector, and to find your local 3M Authorised Vehicle Wrapper. Wrap it!

3M™ Wrap Film Series 1080 examples pictured above: ● Straight Fiber Black / ● Satin Perfect Blue / ● Gloss Black Rose / ● Gloss

Bright Yellow / ● Satin Smoldering Red / ● Satin Dark Grey - Authorised Vehicle Wrapper Graphic Products



Inside Sin City Motors

WE DIVE IN BEHIND THE SCENES OF EVERYONE'S FAVOURITE RAT-ROD SHOP.

One of our favourite American car shows of the moment has to be Sin City Motors so, while we were in Vegas, we couldn't resist going 'off Strip' to check out WelderUp, the place where the magic happens.

Fans of the series will know that Vegas native Steve Darnell, the main man behind this unusual custom car fabricators, used to have his famous rat-rod shop right out in the Nevada Desert. More recently though, he's moved everything closer to the Strip to open a space where anyone can come along, for free, and get a closer look at the cars and all the mental details you don't see on the telly.

Tucked away from prying eyes alongside the showroom is also the 'staff only' workshop which contains their current TV projects but, after meeting Steve at SEMA, he invited us along giving unprecedented access to where he and his crew of fabricators put together their award-winning creations. Unusually for a TV star (and such a busy bloke in general) he stuck around for ages to 'shoot the shit' before jumping in his mental 54' Chevy, promising to do an interview for a later issue of FC, and doing a massive burnout as he left. Best Sunday afternoon ever? Too bloody right it was, just check out this lot...



The Show

Sin City Motors (or Vegas Rat Rods as it's known in the US) is a fly-on-the-wall documentary that follows Steve and his guys while they build crazy themed motors out of junkyard wrecks, in just 10-days a pop.

Steve is the mastermind behind some of the wildest rides on the planet but, unlike most of the stuff we saw at SEMA, they're not exactly known for their prettiness. Most of 'em are stupidly fast though and the guys here are known not just for their use of the all-American V8s but even more so for their massive turbo diesel builds.

In fact, Steve was famous for his crazy rat-rods well before the TV people came knocking and he says his signature style is simple - "These cars make 1000 horsepower, look like shit and will mess your day up."

One thing's for sure - it's amazing what you can do when you don't have to worry about the MoT man, 'eh?

www.dave.uktv.co.uk/shows/sin-city-motors



... Slim Jules and Midge definitely aren't



SHOP TOUR: SIN CITY MOTORS

Cars...

Little Joe

This mad chopped Ford truck was created over 5-weeks in a tent outside Red-Rock Harley Davidson in Las Vegas.

Packing a 3.9-litre, twin-turbo Cummins diesel engine it kicks out 400bhp and a train-like 1000lb/ft of torque. It also has 120 cowboy boots lining the interior, a barn wood roof and a double-barrel shotgun for a shifter. The seat is also made from a toilet, which is pretty apt – as we'd shit my pants driving this thing.



Quit Your Bitchin'

The name says it all, this channelled 1930 Ford Model A appeared in the first series and is named for all the people moaning that WelderUp only did big-torque diesels. Well, this one has a blown Hemi V8 where it should have a bonnet and a metal interpretation of the 'MR Horsepower' Woodpecker complete with cigar as a hood ornament. Bonkers.

The Gasser

We just loved the way the supercharged 8.2-litre big-block Chevy V8 bursts out of the bonnet and the massive reverse rake, which lets you know in no uncertain terms that this gasser is one of the most badass ever built. This one also has massive pie-crust slicks and a quick-change rear end. As you do!



In the workshop...

The guys were keeping pretty tight-lipped about this 4-cylinder turbo diesel, split-screen Chevy truck because it'll be featured in an upcoming episode of Sin City Motors. What we do know though is that the detail in the fabrication is almost wasted on the TV – half of this mental shit you'll only see for seconds. We love the Air Lift bags, custom fabricated seats and the use of proper Semi (that's what they call lorries in the US) wheels. Awesome!



As seen on TV...



Find it...

If you're anywhere near Las Vegas, or even if you're not, WelderUp is well worth a visit. Find them just 10 minutes west of the strip at, 3160 South Highland Drive, and log on to www.welderup.com to find out more of what these mentalists are all about.



SCORPION // FOCUS ST

SCORPION FORD FOCUS ST EXHAUST UPGRADE COMPRISES TURBO DOWNPIPE AND HALF SYSTEM, WITH A CHOICE OF TWO TAILPIPE TRIM OPTIONS - 'DAYTONA' ROUND BORE STYLE, OR THE UNIQUE SCORPION 'SERKET' DESIGN (PICTURED).



SHOW TIME

The ULTIMATE Ford upgrade takes centre stage.

Individually hand crafted from selected advanced alloys, our NEW ST system is engineered to race-spec tolerances. Designed to allow freer gas flow, the system is lighter, increases power AND smoothen's dyno curves for improved drivability. Additionally the system rewards with that unmistakable deep Scorpion soundtrack, and striking tail design.

The latest in a long line of legendary Ford exhaust upgrades, this new release encompasses everything we've learned over decades of Ford motorsport success, from XR to RS to ST; and everything in between.

When you connect to Red Power, you're putting in the performance of a lifetime.



FIND YOUR NEAREST DEALER AT: WWW.SCORPION-EXHAUSTS.COM



STAY CONNECTED TO RED POWER.



WORDS MIDGE PHOTOGRAPHY KEVVE.BE

BIG in the Name

**SHAKESPEARE ASKED, WHAT'S IN
A NAME?' ACCORDING TO MASTER
AKIRA NAKAI, THE ANSWER
IS EVERYTHING**

It might not be apparent from my rather youthful looks and uncanny ability to say fuck a lot. But I'm knocking on a bit now and, as you get past your late Twenties, one thing you encounter that's aggravating as piss is the whole baby names thing.

Now, let me explain. You may still be a teenager, and fair play to ya (you lucky bastard). But one day you'll wake up and either your missus or one of your mates will say, "I'm having a baby". And this will be followed by the inevitable question, "What am I gonna call it?"

You see, names are important. Choosing a name is a deeply personal thing. There's hundreds of books dedicated to what your particular moniker might mean, or where it comes from. But it's still something that's given and not earned. Well, unless you happen to be a car like this.

This monster 993 is called JennaBelle. I don't know why exactly, because that'd be like asking someone why they called their kid Britney-Christina. A bit too personal. The most important thing here though is the fact that this motor has a name at all, and that means it's a genuine RWB Porsche.

You can't simply buy one of these. Not in the traditional sense of the word. Even if you happen to work at RAUH-Welt BEGRIFF Los Angeles like Joey Chang here, it's not quite as simple as buying and bolting on a kit.

RWB cars are a Japanese institution. The styling on each one is completely unique and, no matter where you are on the planet, they have to be hand crafted by the company's founder, Master Akira Nakai. What's more your car only has the seal of approval when he bestows a name upon it. Then it's a true RAUH-Welt.

Now, you may see kits from the various RWB branches around the world listed online. They're usually priced at around \$22,000, but think of this as more of a vague deposit. It doesn't matter who you are or where you live, you provide your own Porsche, have a few design meetings with the man himself and then he'll fly over and build your car, entirely by eye. No one else is allowed to touch it.





SEMA SPECIAL: PORSCHE 993 CARRERA 2

They all come with his own trademark touches too. The famous sculptural wings and over-fenders are designed to be removable so they don't interfere with the task of developing and tweaking the car's chassis geometry or tuning. And that's because they're derived from Nakai-san's passion for hitting Tsukuba, or any other circuit they'll let him out on. He also spaces out each rivet with his Winston cigarette packet and usually scribbles something in Japanese on the dash. It's this intimate process that makes these cars so personal. And that's also why he names them as he sees fit.

Nakai-san made his own name in the 1990s by pioneering the 'Rough World' look on his drift AE86, but it was his transition to building air-cooled Porsches that put him firmly in the spotlight. Starting with his own 930, Stella Artois (see what I mean about names being personal?), he went on to build most of the best-known 911s in Japan, including Spearmint Rhino, Rotana (the first RWB 911 Turbo) and Yves Piaget (French Rose), a car famous for its unique red paint.

It was only three or four years ago that he decided to branch out abroad. Starting in Thailand, with a 911 called Rough Evolution, there's now around 90 documented RWB Porsches worldwide, all with names like Cinderella, Sinister, Jittakorn, Kermit, Fishbone, Darth Vader, Uzi, Good Hill Speed, Midas touch and RAUH Art. With the exception of one matt-black 996 called Stealth Bird, they've all been the old-skool water-cooled models that made him famous.

Anyway, let's just say he's been a busy boy, especially as genuine RAUH-Welt cars can now be found in the Philippines, Malaysia, Taiwan, China, Hong Kong, Australia, Saudi Arabia, Canada, Russia,



Bahrain, Dubai and the Netherlands. There's even one right here in the UK. Their popularity is universal and we spotted 11 American RWB creations at SEMA, which brings us neatly back to this one – JennaBelle from RWB LA.

As the story goes, Nakai-san flew over in April to complete the styling on Joey's 993 along with a couple of others in LA (cars now called Creaminz and Medusa). Joey says it was an honour watching him work and he was thrilled when he was asked to help with some of the cutting on his own car. A special moment and no mistake.

The resulting lightweight widebody conversion is every bit as mental as you'd expect from the Japanese master, but the rest of this awesome machine is down to Joey. As is Nakai-san's way, your car is built around the wheels, but the rest of the performance mods are down to you. And this is where Joey has clearly come into his own.

Using his own parts company, CYC Trading Group, Joey has outdone himself, finishing a RWB monster to rival any out there. The underpinnings of this car are more than a match for Nakai-san's awesome aero, because, although Joey regularly drives it on the street, it's been put together primarily for no-holds barred track action.



A 993 that's had Nakai-san's official blessing



One very exclusive Porsche



What makes it SEMA worthy?



HAND MADE KIT

There's no bullshit with a car like this and that's why RWB is still the daddy. Each kit has to be hand crafted and installed by the main man himself, or else it just isn't RAUH-Welt. There's no skool like the old skool and the thing about Akira Nakai is that he's the Headmaster.

www.rauh-welt.com



MENTALLY PRECISE CHASSIS

Got any JRZ and ERP stuff under there mate? Blimey. Actually the chassis package in general is a bit special on this motor – just take look at that monstrous spec! Once Nakai-san has done his thing on the body it's all down to the owner to get the car up to spec – luckily Joey here is something of an aftermarket parts guru.

www.cycgroupilc.com



UBER RIMS

Most people would be happy being visited by the amazing wheel fairy just once in their life, but for this project Joey has two sets of the lushest wheels going. The custom made RWB Street wheels are absolutely stunning (they're manufactured by Avant Garde y'know), but he also needed a set of even lighter BBS jobs for the track. These hoops cost approximately as much as my whole car... and that's each, without those monster Pirelli tyres.

www.rwbla.com

JOEY CHANG

What do people say when they see the car?

They usually ask if it's possible to drive it like this. I say of course, that's why we built it.

You're obviously pleased with how it turned out, what's the best bit?

Apart from working with Nakai-san himself, I'd say the fender wing. It's a unique design that directs the air straight to the GT2 wing tunnel to cool the engine. That's the best thing about aero mods, they work.

It must have set you back more than a couple of dollars, right?

I could probably buy another two 993s for what this has cost in mods alone but where's the fun in that? You have to love it and, if you love what you're doing, it will last forever.





These hoops cost more than most of our cars

It's true to say that this car get's the absolute shit kicked out of it on a regular basis and until Joey finds the fire-breathing 4-litre 'all-motor' lump he's looking for, it's all about getting the most supreme handling possible. I guess that's a pretty obvious statement – just the chassis spec on this thing is longer than the entire spec on most cars. Everything is dialled-in to absolute perfection.

When CYC Trading and RWB decided to create RAUH-Welt LA, Joey chose the 993 for his own ride because it's arguably the best of all the air-cooled 911s. In fact, many purists believe it to be the ultimate 911, so that makes it all the more mental that he'd consider taking a cutting wheel to a 'totally mint' base car. Then again it had to be a 993 because, for Joey, it had to deliver the most driver feel. It's bare bones motoring – you can practically touch the road when you're behind the wheel. There's no electronic gadgetry or cheating to keep you on the straight and narrow. It's pure man and machine stuff. Back to driving basics.

That also explains Joey's choice of a stripped-out interior, Sabelt buckets and a well-used set of BBS race wheels sitting in the garage. In handling terms, this is as close as you're ever gonna get to a raw 1990's road-going race car. To many, that air-cooled era was by far the most hardcore.

And I guess that's exactly what RWB is all about. RAUH-Welt doesn't translate as Rough World for some sort of laugh. It's much more than that. It's an attitude. The whole thing may be a mindset started by one man in an unassuming backstreet of the Japanese city Chiba. But thanks to people like Joey it's fast becoming a worldwide ideology. **FC**

TUNING:

Fabspeed sports headers; Sport Cat X-pipe; Supercup exhaust; heat duct and fan Block-Offs; Cup high performance air box cover with BMC filter; six-speed G50 transmission with CAE race shifter.

CHASSIS:

Street wheels: 13.5in RWB-LA custom three-piece Forged wheels with 265/35x18 front and 335/30x18 rear Pirelli P Zero tyres; track wheels: 10.5 and 12x18in BBS E88 custom three-piece motorsport wheels with Pirelli Corsa System tyres (front 255/35x18, rear 295/30x18); JRZ RS-Pro with EHC system; ERP 993 front A-arm spherical bearing kit; rear spherical bearing cartridge; solid mounts; adjustable camber link; adjustable kinematics link and 993 camber plate; Tarett drop links; H&R front and rear sway bars; Porsche GT2 strut brace; Brembo GT kit with type III rotors (front four piston with 355mm discs; rear four piston with 345mm discs); Brembo RE-10 pads and SS brake lines.

STYLING:

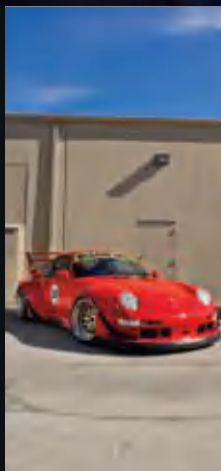
RWB 993 Street Version; Kamiwaza double deck wing; fender wing; Rotana-style front extended long canards; Street-style front bumper with fog light insert and air duct; dry carbon bonnet.

INTERIOR:

CAE race shifter; full Alcantara custom interior (dashboard, doors, rear seats, and centre console); RS interior doorpanel and carpet with rear seat delete; RWB LA Race version roll bar; Sabelt 330mm steering wheel with MOMO steering wheel hub; 997 GT3 cup car steering wheel quick release; Sabelt GT-600 carbon fibre bucket seat with; six-point harness; radio delete; Porsche OEM guard red seat belt; Rennline floor boards and adjustable pedals.

THANKS

The Master Akira Nakai; CYC Trading Group LLC; RWB Los Angeles; Pirelli Tires; JRZ Suspension; Fabspeed Motorsport; Brembo/Sabelt Race Technologies; Purist Group; European Auto Source; Hsu Design.



**LIFETIME
WARRANTY** 
**WITHSTAND
HIGHER PRESSURE** 
**RACE PROVEN
RELIABILITY** 



Photo Credits: Tony D'Santis (RacePhoto.com) Jimmy Crook (Crookville.com)



Performance Silicone Hose Kits

SamcoSport hoses are developed, used and trusted by the world's best teams and drivers. This means you can rely on SamcoSport to perform every time you drive and with a lifetime warranty, it is a true fit & forget product. Each kit is designed and developed by an in-house team of engineers who use only original factory parts as guides to ensure design accuracy and fitment.





Las Vegas

Surviving

Las Vegas isn't just amazing come SEMA time, it's pretty bloody epic all year round. You don't have to be a gambler to enjoy it either, there's so much to see and do it's the kind of place that will quite simply blow your mind. In a good way.

The only way to fully appreciate the maddest city on the planet is to get over there and take a look yourself, even the most vivid imagination just doesn't do it justice. So here's our top tips to help you make the most of what could be the craziest holiday ever...



Stay in Paradise

What's pretty weird is that the famous Las Vegas Strip isn't actually in the city of Las Vegas at all. South Las Vegas Boulevard (to call it by its proper name) is actually a 4.2-mile road just south of the city, which runs through the towns of Winchester and Paradise.

Basically Paradise (anything south of the Encore hotel) is the bit where you'll want to book your room because it contains the majority of the best new resorts and casinos. Having a wander along the strip and checking out these mad, themed hotels is all part of the Vegas experience. Whether it's walking through the Venetian which has its own indoor canal (complete with gondolas), munching on a croissant under a half-scale Eiffel Tower outside Paris, or watching the jousting tournament in the Excalibur, it's pretty impossible to get bored.

Don't forget, Vegas isn't only about the strip though. One of the most famous downtown locations is Fremont Street, home to some of the original old-skool hotels like the Pioneer Club and the Golden Nugget; they also have 'Vegas Vic' the iconic neon cowboy. Nowadays this has been pedestrianised and includes a massive overhead video canopy, and even a zip line for the clinically insane. Trust me, it's absolutely buzzing every night.



Get a Hire Car

I'm not saying the cabs are overly expensive, but they're certainly not cheap, especially when you've added the customary 15-20% tip. If you're not planning on venturing off the Strip you may be able to get away with walking or using the monorail, but again, it's a bloody long road, and downtown venues like Fremont Street are much further away than you might initially think.

Over a week, Jules and I easily spent enough on taxis to warrant hiring a car and that would have made all the difference to getting about (*not much good if you're on the beers though!* – Jules). All the major hotels have huge free parking lots and petrol is around 40-pence a litre, so it doesn't take a genius to work out it's a good idea. Unfortunately, we didn't – but at least we know for next time.



Shoot Some Guns

There are many organised excursions available, everything from helicopter rides over the Grand Canyon, to the famous Las Vegas shows where you can watch David Copperfield disappear, or Celine Dion warbling on about some old boat. You can also go off-roading in the desert, do a tandem parachute jump or, take the full Top Gun areal combat experience. Most tour providers will offer a free hotel pickup too, so there's no hassle in finding the place – Vegas is fookin' huge, after all.

One of the easiest and most popular attractions, though (especially for those of us that don't normally see this sort of thing) is The Gun Store, a shooting range located about 3-miles from the south end of the Strip. These guys have been letting tourists shoot a multitude of mental weaponry for well over 25-years now and it's exactly as nuts as it sounds. For around 70-quid they'll get you tooled up with a selection of hand guns, sub-machine guns, rifles and shotguns, and then let you go Old Testament on a selection of targets. Even if you don't like guns (which, I'll be honest, I don't) it certainly gives you respect for the devastation these things can cause... and make you glad you live in the UK where not everyone has one of these fuckers in the glove-box. There's also the world famous 'Gun Store Shotgun Wedding' package where you can get married and let off a few cartridges at the same time. Bonkers.

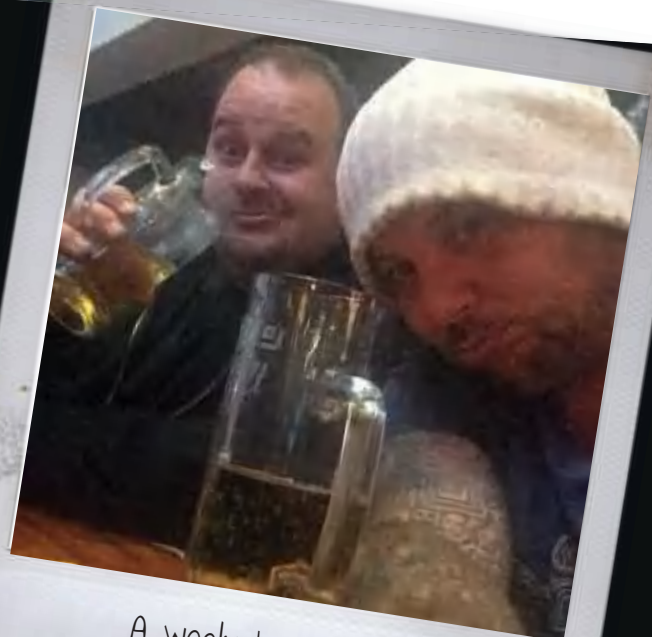
Get Bladdered

In the US you can drive a car at 16, join the army at 18 but you can't have a beer until you're 21. So just bare that in mind if you're lucky enough to be under this magical age. They will ask you for ID in every bar and Casino... or so I've been told.

One thing about the Yanks is that they love a cold beer, and plenty of it. They don't so much binge drink like us Brits, they just drink all day long, especially in Vegas. Unlike the rest of the US, here you can walk down the street or through the casinos with a beer or frozen margarita without getting arrested and, if you smoke, there's no restrictions on that either – it's their job to keep you there spending your cash, after all.

Don't be fooled by the fact that everyone drinks light beer though, it's true some have slightly less alcohol but for the most part the 'Light' bit refers to the fact that they have less calories. Think of it as diet beer, and remember it's still possible to get epically pissed. Bud Light for example still has 4.2% ABV which is more than Fosters or Carling and not a massive amount less than the ol' wife beater.

At over a fiver a pint in most hotels it's rarely a cheap night out. Vegas has always been a hard place to do on a budget so make the most of various happy hours and the buy-one-get-one-free drinks vouchers in all the free pocket guides. If you're gambling on the tables or slots for any amount of time you'll often get free drinks brought to you. Tip the waitress generously and she'll be back in no time at all.



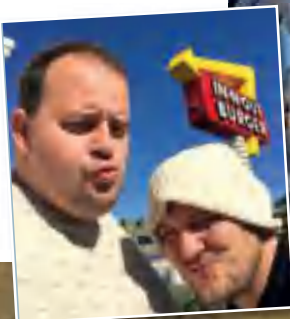
A woolly hat, in the desert?!

Get Your Pose On

Put it like this, everyone in Vegas is a bit of a plastic poser so transforming overnight into a 'baller' is easier than you might think. It doesn't matter if you actually work on the morning shift in the local Tesco's, or indeed, sit at home writing features in your pants – no one knows you anyway, right?

The Americans firmly believe there's two types of British fella, the upper-class Lord of the Manor or the salt-of-the-Earth Laaandan gangster and that's because they've only really seen *Downton Abbey* and *Lock Stock*. Once you explain that you're not Australian, you'll immediately be classed as one of the two, and neither is bad. One thing's for sure – the ladies love an English accent, they'll all want to talk to you, have your babies and let you help them get the hell out of Sin City.

Walk the walk, talk the talk and make sure you rockstar any situation. Just remember, everyone and his dog is a millionaire on the strip, and they all have a private Sky Loft in the MGM Grand, or so they would have you believe. Play them at their own game.



Drive Your Dream Motor

Speaking of posing, there's arguably no better way of cruising the Strip than in your very own drop-top Aventador or Ferrari 458; it can actually work out cheaper than hitting the \$50 minimum bet Black Jack tables (yeah, tell me about it – Jules). Plenty of companies offer supercar hire so shop around for the best deal. Prices start at around 200-quid for a couple of hours right up to a few grand for a whole week... although, with so much to walk around and see, a week would be a bit of a waste.

If you're looking to legally give a supercar a proper pasting, however, check out www.dreamracing.com. These guys have their own race track just north of the city and offer a whole selection of Italian exotica, along with a few home-grown Corvette C7s. Choose your car and hit the track from around £130 for 5-laps. Not exciting enough? How about a proper race car then? For around £300 they'll let you loose in a full-on, caged up Gallardo Super Trofeo, Porsche GT, Ferrari 458GT or F430GT on slick tyres. All come with a free transfer from the middle of the Strip so you'll save half of that on the cab fare, probably.

Get Behind The Scenes

Love your American reality TV motors? You'll find plenty of that here, some of our favourite shows are filmed in Vegas and, for the most part, you can visit their workshops and showrooms, grab a T-Shirt and, if you're lucky, catch up with the stars. Two of the big car shows at the moment are *Counting Cars* (filmed at Count's Kustoms), and *Sin City Motors* (filmed just down the road at WelderUp), both have plenty of cool stuff on display. It's not just the car stuff either, other shows like *Pawn Stars*, *Tanked* and *Bad Ink* are filmed just minutes from the Strip.

If you're more of a film buff, you'll recognise loads of the locations used in your favourite



movies. The Bellagio fountain show used at the end of *Ocean's Eleven* kicks off every hour. The Mandalay Bay was used in *Rocky Balboa*, The Wynn in *Mall Cop 2* and Caesars Palace in a whole load of films like *The Hangover* and *Rain Man*. If that's your bag, do your research before you go, they don't exactly mess about when it comes to knocking down old Casinos and building new ones. If you're looking for the famous Sands Casino used in *Con Air*, The Desert Inn in *Rush Hour 2* or the Imperial Palace in *Austin Powers* you'll be disappointed – they blew them up years ago.



Eat, Eat and Eat

They say there's over 2000 places to eat, just on the strip, and we're not at all surprised – you can literally get any kind of food you want and many will serve it 24-hours a day.

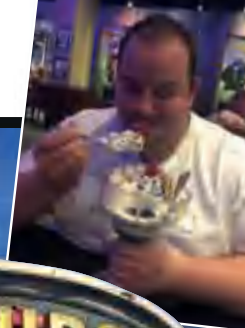
It's hard to say what are the best restaurants in town because you can scoff three square meals a day for a few years and still not visit the same one twice. And, quite obviously, it depends on what YOU want to chow down on.

There's plenty of celebrity chef joints, Gordon Ramsey, Wolfgang Puck and Buddy Valastro (that Cake Boss bloke) all have their own restaurants – along with about 50 others you may have heard of. There's multiple Michelin Star restaurants in just about every Casino and loads of the more classy establishments like Hooters, the Tilted Kilt and Twin Peaks, should you prefer a spot of more 'visual entertainment' while you eat.

That said, the restaurant chain is king in the states and you'll find them all here, just don't tell them that all we really have is McDonald's, or they'll laugh their arses (sorry asses) off.

As for our own recommendations, visiting Fat Burger on the strip is always a must; just make sure you're seriously hungry. If you're looking for one of the best steaks on the planet

try Andiano's in the D Casino on Fremont Street. The Italian chain Buca di Beppo has a restaurant in the Excalibur and does some of the biggest portions you'll find anywhere (just don't go ordering a 'large' Pizza for just two people). Then there's the mentalist 'Bloomin Onion' starter in Outback, Hard Rock Café's Hot Fudge Brownie or everything on the menu at the balls-out awesome In-N-Out Burger just off the strip (which is well worth the 10-min cab ride). I think you get the idea – you're not gonna starve!



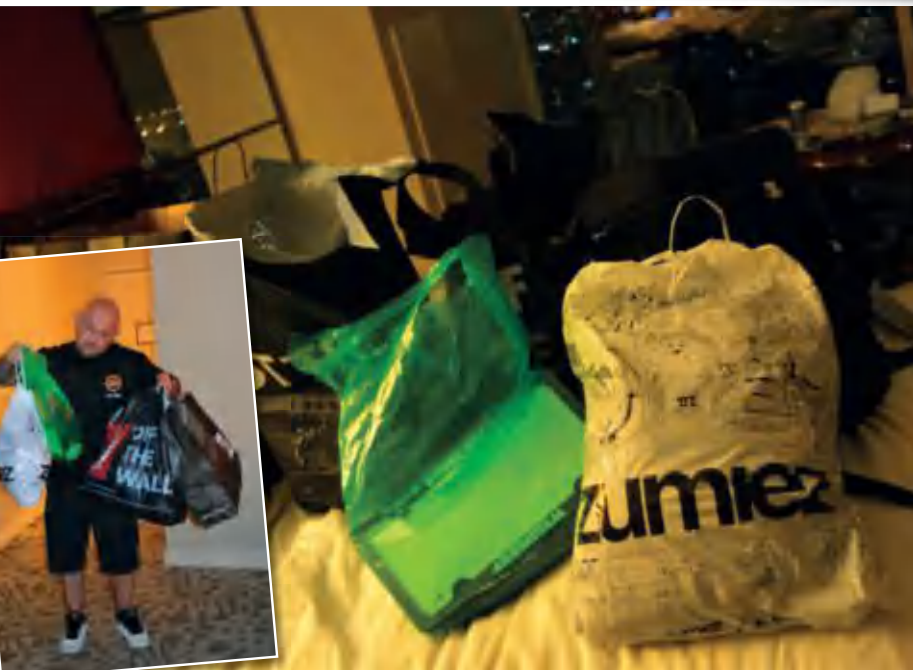
Go Shopping

There are of course hundreds of designer shops along the Strip, along with quite a few must-see shopping centres like The Miracle Mile at Planet Hollywood, the Forum at Caesars and the Mandalay Bay Shoppes at, erm, Mandalay Bay.

Whether it's a Tiffany ring or Prada handbag for the missus or a bit of bling for yourself, you'll find it without any problems and they'll be more than happy to crowbar every last dollar out of your wallet in the process. There's actually six certified Rolex shops on the strip and a whole Ferrari dealership in the Wynn Casino, so you could do some serious damage after a morning on the beers.

For us mere mortals though – especially those determined to get a few bargains – head just a couple of miles out of the Strip where you'll find two of the biggest outlet malls you're ever likely to come across. Think Lakeside, the Metro Centre, Bluewater and Westfield put together – all packed with every designer brand you can think of. It'll make you wish you hadn't bothered bringing any clothes with you, that's for sure.

Just remember US sizes are bigger for trainers (because you'll obviously be wanting a few of those) and Virgin Atlantic charges about \$60 for overweight luggage (up to 32kg) on the way home, even when the flight's delayed by two hours. Mr Branson has got to pay for that private island somehow, right?



See The Real Sin City

If you're a bloke, one thing you'll notice straight away is the abundance of men and women standing in florescent t-shirts all along the strip shoving business cards in your hand. You'll see these cards usually contain a picture of a half-naked girlie, along with something like 'Jasmine \$45 Special.' Well, yes these are real; you can legally get a girl to your room as an escort, although it's very unlikely to be the lady on the card because they all seem to be Kelly Brooke or some other famous model. You'll normally get a similar offer if you're sitting at a hotel bar alone for more than 20-minutes too.

Ropey old hookers aside, there's also an abundance of strip clubs where, apparently the girls are stunning (they are – Jules) and you don't exactly have to sit on your hands... if you catch my drift. Many of these offer a free limo service and free entry, but will pull your pants down for drinks, quite literally.

Of course it's not for everyone, but let's just say it's all there if you want it and what happens in Vegas stays in Vegas. They don't call it Sin City for nothing, like.





Driving Performance...
...in Exhaust Technology



- ♥ 39 Years Experience in Designing Sports Exhausts
- ♥ Cutting Edge Engineering Technology
- ♥ T304 Stainless Steel & TIG Welded Systems

cobrasport.com // +44 (0)114 244 7123



CORBEAU
safety through innovation



Pair of Clubsport seats for only £324.00* inc VAT

SMOKING DEALS

For our full range of products
visit corbeau-seats.com



Tow straps only £14.40 each



*For free shipping on a pair of Clubsport seats
use the offer code CORBJF2 on our website
shop www.corbeau-seats.com
sales@corbeau-seats.com 01424 854499

SEMA Products Special

As you can probably tell from our huge SEMA report (Or the fact it took you a week to write it - Jules) we couldn't possibly fit in every single product showcased at SEMA, because then all we'd have is something like your dream Argos catalogue. Instead we've picked a whole load of our favourites that we think could be just the job right here in the UK. Some of this stuff is so new they haven't even sorted out the prices yet. Hold on to your hats...



TYRE STICKERS, FROM £TBC

It's pretty ironic considering the quality of cars and amazing products on offer at SEMA that our hot tip for 2016 is one of the simplest and most cost effective products out there. These rubber tyre stickers were featured on all the top show-cars and plenty more besides out in the parking lot. It's definitely a trend that's becoming

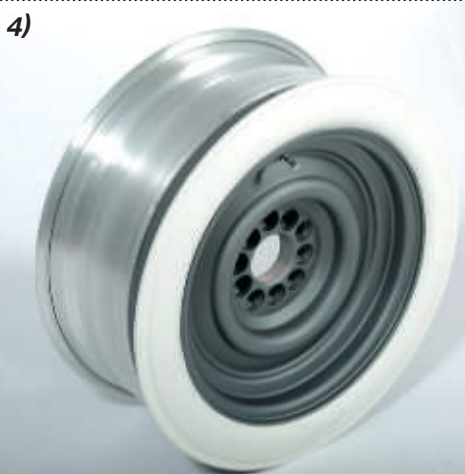
more and more popular over there and that always means we'll be having some of that over here in the coming months, too.

The idea is genius because these hardwearing bond-on rubber letters are designed to last the life of your tyres and you can specify pretty much any wording you

want, from your car club, to your Instagram, to your pet hamster's name.

These are going to be massive next year and you can bag yours in the UK through Machine Culture. Get 'em on your Christmas list!

www.machine-culture.co.uk
www.tirestickers.com



TOP 10 RIMS



1) **VORSTEINER**

V-FF 105, £TBA

Flow forging and some serious engineering makes this the lightest 19-inch Vorsteiner wheel ever.
www.vorsteinerwheels.com

2) **CARBONLINE**

EPIC, £POA

The world's lightest, strongest one-piece carbon 20-incher. If you have to ask the price...
www.carbonlinewheels.com

3) **BBS**

MOTORSPORT TUNER, £POA

A two-piece, 17-inch offering from BBS constructed for all the looks of race wheels, but with the hardwearing ability of road wheels. Looks like an LM.
www.bbs-usa.com

4) **DELUXE**

WHITEWALL, £445

A dub that's designed to look like a 15-inch steel with a 2.5-inch whitewall tyre. Properly bonkers and dead cool.
www.deluxewheels.com

5) **KLUTCH**

ML7, £TBA

Old skool design with a sweet modern touch. Available in 8 and 9x17-inch with custom offsets, crazy finishes and two concave profiles.
www.klutchwheels.com

6) **ROLLOFACE**

ZR1, £POA

Yes, they not only make mental brake kits, they do this sweet three-piece 19-incher too. Available in just about any finish going... and black.
www.rolloface.com

7) **B-FORGED**

710 RL MODULAR, £POA

Any PCD, any finish and any size from 18 to 22 inches and up to 15-inch wide. Christ alive!
www.bforgedwheels.com

8) **FORGESTAR**

F14 SUPER DEEP, £TBA

Forgestar Claim to have the deepest concave profile on the market with this sunning 19-incher. Loving the black nickel finish too.
www.forgestar.com

9) **VIP MODULAR**

VRC13, £POA

Yet another stunning 10.5x20-inch (and 9x20-inch) forged leviathan from the masters of modular hoops. They're available with posh billet centre caps too.
www.vipmodular.com

10) **ENKEI**

GTC01RR, £TBA

Available early next year, some seriously strong, special order 18-inch race wheels from the Japanese legends themselves. All business.
www.enkei.com

AIR LIFT 3H MANAGEMENT, £1,130

The UK's favourite air ride company have definitely kicked into high gear with this awesome new management option. The 3H digital height and pressure control system is a result of three years intensive torture testing and development and is easily the most advanced management on the market. It even bagged the prestigious SEMA Global Media Award, and that's no mean feat!

What's ridiculously clever is that the electronics simultaneously consider both vehicle height and bag pressure to help the system handle changes in load or through different driving conditions, such as hard cornering.

The all-new, low profile controller has a trick full-colour display and soft-touch buttons to provide physical feedback. The manifold contains both the ECU and a built-in Bluetooth module, so you can control the whole system on your phone or iPad via a free app. You'll even get all the latest firmware upgrades straight to your device. An absolutely amazing bit of tech.

www.airliftperformance.com



LIBERTY WALK TEES, FROM £24

Like I've already said, Liberty Walk absolutely smashed it on the bodykit front this year, but one thing you may not know is they produce some extra-special apparel too. This sweet

T-Shirt range is an exclusive collaboration with super-cool clothing brand Crooks and Castles, so it's certainly got some big credentials both in and out of the car scene. Luckily it's not too heavy for air mail either.

Stylish and no mistake.

www.libertywalk.co.jp

ROLLOFACE CUSTOM BRAKES, FROM £2,050

Big motors need big brakes. That's something the Americans know all about. So we thought these fully forged calliper kits would be purely for silly horsepower Chargers or jacked up F350s. But no. In fact these guys list kits for everything from the Mini Cooper and Audi A4 to the Focus ST, Porsche Boxster and 350Z. In other words, they'll go down

a treat in Europe too.

There's both a fast road product and a pure race-bred option, but what we like most is the mental range of custom finishes. Choose from everything from solid colours to fades and even camo effects, all available in multiple anodised colour schemes. They'll do a solid colour powdercoat too, but why would you ever want that? Loving these!

www.rolloface.com

TCI DIABO SHIFTERS, FROM £300

With more and more people choosing big Beemers and Audi estates with auto boxes over smaller hot-hatches, we need to see more of this type of product fitted to our home-grown motors. TCI make some spanking shifters for GM, Chrysler and Ford applications, but they're pretty simple devices and there's no reason why they can't be adapted to fit European cruisers. We've seen it done a few times already and the results always blow us away.

www.tciauto.com



ADMIRAL TRAIN HORN KIT, £560

Being something of a jumpy basid, here's a product I'd hate to see more of over here. Although there's no denying it's kinda cool – as long as you're not standing within 14 miles when someone sets it off. I mean what kind of horn kit needs a whole five-gallon air tank and 150psi to actually work? One that was originally designed for a train I'd imagine. Overkill in your modified Ford Fiesta? Yeah, but fuck it, why not?

www.hornblasters.com



TAPER PRO CARBON SPACERS, £TBA

Behold the world's very first carbon fibre wheel spacer, brought to you by TPI USA. It makes sense too, carbon is stronger than steel, lighter than aluminium and resists corrosion. That said, as cool as it is, we can't help thinking this one's more of a SEMA gimmick rather than a serious product that'll be hitting the shelves anytime soon. Let's hope they prove us wrong, because these things are lush.

www.taperpro.com

DOUBLE DRAWER, SMALL RACING PIT BOX, £3200

I nearly wet my knickers when I saw this 16-drawer monster was called a 'small' pit box. I swear I could chuck my TT on top and use it as a trailer. Then again, you should see some of the other ones they produce – built-in BBQs, seats on top, you name it, they put it together. This oh-so-tiny all-aluminium chest should sort out even the biggest tool perverts among us though. Yes it's massive, yes it's a fair few quid, but, admit it, you want one as much as I do.

www.pitboxes.com



Yep, that's the famous SEMA carpet - nice!

SHIFT DAWG KNOBS, FROM £20

If someone calls you 'Dawg' in the US it doesn't mean you drool a lot or have the ability to lick your own bollocks. It simply means you're one of them, down with the kids. Just ask Xhibit and chums.

In much the same way, these uber-quality screw-on racing knobs from Speed Dawg are right up our street, especially the one with the go-faster button – how frickin' cool is that? These guys have literally hundreds of amazing designs on offer, all proudly manufactured in Dallastown, Pennsylvania. We have a feeling these won't be a rarity in the UK for long.

www.speeddawg.com

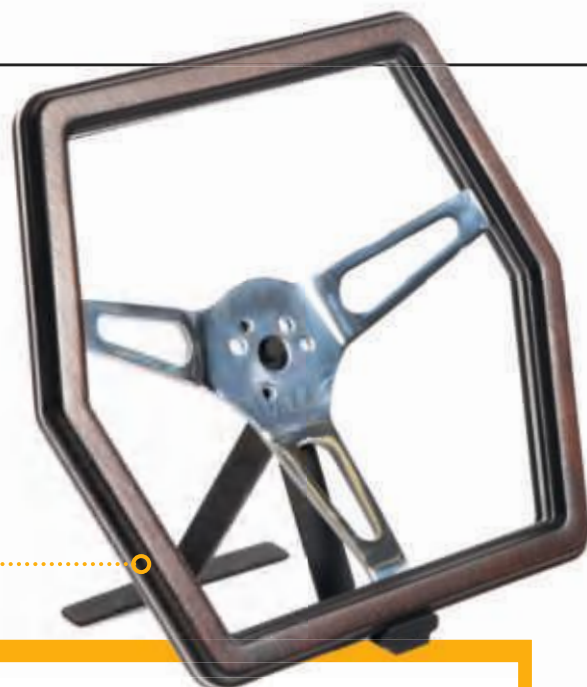




BIG RON'S STEERING WHEELS, £190

Okay, so these are possibly about as much use as a chocolate teapot here in the UK, but did we like 'em? Too right we did. In fact, we're dying to see someone in Blighty mental enough to run one of these crazy hand-made wooden creations on their retro or rat project. Available in various shapes including a heart, pentagram and even a 16-sided hexadecagon (Oooh check out you and your big words – Jules), mods don't get any more bonkers than this.

www.bigronsvannin.bigcartel.com



AIRREX SUSPENSION KITS, FROM £3865

The guys from AirREX are finally bringing their own brand of DIY simplicity to air suspension installation in the UK. These comprehensive kits are designed to be super easy to fit because all the key control components (like the tank, manifold and compressor) are all fully assembled in a nice wooden box all ready to go. This means all you need to do is fit the struts, plumb in the air lines and add a bit of power. You can pick up this very kit for your, er, Dodge Challenger. But luckily they have plenty of more European-focused jobs on offer too.

www.airrexuk.co.uk



MT320 DA, £300

This hefty-looking dual-action beast is a must for anyone who wants to take their paint preparation to the next level, because you don't have to be a pro to use it. In fact it's been specifically developed to help create that perfect showroom finish no matter your detailing skill level. Packed with new-fangled electronics to regulate the torque and speed, this one's even got a billet counterweight to make the machine glide smoothly and be perfectly balanced. We can't wait until it stops raining to go out and give it a proper test. See you in three months then, maybe.

www.meguiars.co.uk



COMING SOON...

Meguiar's Mirror Bright Range, £TBA
Back in 1901 a bloke called Frank Meguiar Jr founded the Mirror Bright Polish Company to help sort out the finishes on furniture and the newly-introduced automobile. This firm was to become Meguiar's, the multinational detailing leviathan we know today. Anyway, in the US they've just launched this 'legacy' range that harks back to the vintage days of the company. Each product is a completely new formula (not just repackaged or tweaked existing stuff) and it's designed to cover every aspect of basic car care, but with the premium performance we've all come to expect. It definitely looks the part in these retro bottles with their old skool metal tops. We can't wait to see them over here.

www.meguiars.co.uk



Dodo Juice Clay Pad Twins

Claying, or clay-barring, has been around forever and is a vital part of the detailing process because just washing your motor will get rid of all the loose dirt but the really stubborn stuff like dead flies, tar and paint contamination will always hang on like a bastid.

The idea is pretty simple, specialist clay is rubbed across the surface (in between the rinsing and drying stages), to lift off any leftover spot contamination without damaging the paint. And that's just the mucky stuff you can actually see, clay removes fine particles too.

The trouble is, as undeniably

effective as it is, traditional claying takes a while and isn't all that economical so that's probably why various 'polymedia' items have been popular over the last year or so. Personally I'm a big fan of these because they're quick, reusable and cost less in the long run, but it has to be said they're usually mitts that don't give the sensation of claying and can be a little clumsy on the contours. Well, Dodo Juice reckon they've got just the thing to sort that out...

FROM: £12.95
www.dodojuice.com



Tested

Traditional claying is all about feel, you break off your clay, mash it up and, after spraying on a generous amount of lube, glide a clean bit across the surface with light pressure until you feel the gritty resistance disappear. It's easy, but it seems to take forever so these small pads are designed to closely replicate this process more quickly and without the product wastage. They come in a twin pack containing medium and fine grades but are also available separately, which is handy if you just need to replace the one.

It's pretty obvious from the start that a thorough test would require going head-to-head with a poly mitt and some traditional clay so I made sure I had those handy too. After following the proper procedure of snow foaming, contact washing and rinsing, I left the car wet, grabbed my trusty Dodo Juice Born Slippy clay lube and got to work.



Midge's verdict

One thing you notice straight away with these pads is that the sensation of traditional claying is still there. This is important because the most effective way of doing this job is by feeling your way across the panel for gritty contamination. As with clay (and unlike polymedia mitts) you handle the small pads with your fingertips, and for this reason, the little adjustable strap on the back that keeps the pad from slipping away is a great, not to mention crucial, addition.

As for mitts, don't get me wrong, although they can be a bit unwieldy at times, I've always found them pretty good for larger flat panels. It's true they don't give the proper clay feel but the real problem for me comes when you get to detail sections that contain curves and creases, these small pads allow you to follow swage lines more accurately.

What's also sweet is that you can just wash these out in clean water when you're done and reuse them a good few times before they need replacing. With clay you generally have to bin the used stuff and buy some more. In other words I like these, a lot.

In a nutshell: Just as effective as traditional clay but quicker and more economical.

2015/16 WINTER P R O M O T I O N

SEALEY

VALID UNTIL 29TH FEBRUARY 2016

Lithium-ion 10W COB LED Rechargeable Floodlight

NEW



Model No. LED111C
List Price £49.95

SAVE 30%

£34.95 Exc. VAT
£41.94 Inc. VAT

360° 2W COB + 1W LED Rechargeable Lithium-Polymer Inspection Lamp

NEW



Mini, lightweight lamp with unique and innovative 360° swivel and tilt function.
Model No. LED3601
List Price £41.95

SAVE 31%

£28.95 Exc. VAT
£34.74 Inc. VAT

10,250-15,354Btu/hr Space Warmer® Propane Heater with Stand

15k Btu/hr



SAVE 20%

£43.95 Exc. VAT
£52.74 Inc. VAT

0-30V Power Scope Automotive Probe



0V to 30V

Features a scope function to visually test component signals, with the added benefit of maximum/minimum volts, frequency and duty cycle displayed.
The fly lead allows continuity and polarity testing with high-contrast colour LCD display giving a 7mm high read-out.
Model No. PP100
List Price £149.95

SAVE 23%

£114.95 Exc. VAT
£137.94 Inc. VAT

600Amp Booster Cables 3.5mtr x 25mm² Copper



COPPER CABLE

25mm² x 3.5mtr.
Resistant to oil, grease and most acids.
Model No. BC/25/3.5
List Price £63.95

SAVE 30%

£44.95 Exc. VAT
£53.94 Inc. VAT

5W CREE XPG LED Head Torch with Adjustable Focus & Brightness

NEW



CREE

Model No. HT107LED
List Price £24.95

SAVE 24%

£18.95 Exc. VAT
£22.74 Inc. VAT

150Amp Starter/20Amp Intelligent Speed Charge Battery Charger 6/12V

CHARGES UP TO 3x FASTER



6V/12V

Output: 6/12V 20A.
Battery Range: 12-230Ah.
Model No. SC1600
List Price £179.95

SAVE 31%

£119.95 Exc. VAT
£143.94 Inc. VAT

6/12V Hand-Held Battery Tester



6V
12V

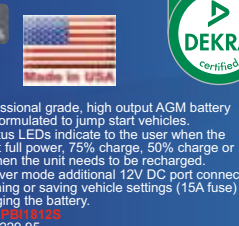
Applies load across terminals and reads voltage performance.
Checks charging voltage.
Model No. BT91/10
List Price £53.95

SAVE 32%

£36.95 Exc. VAT
£44.34 Inc. VAT

12V RoadStart® Emergency Power Pack 1700 Peak Amps - DEKRA Approved

1700 Peak Amps
12V
Made in USA



22Ah Professional grade, high output AGM battery especially formulated to jump start vehicles.
Battery status LEDs indicate to the user when the battery is at full power, 75% charge, 50% charge or less and when the unit needs to be recharged.
Memory saver mode additional 12V DC port connection for maintaining or saving vehicle settings (15A fuse) while changing the battery.
Model No. PR115123
List Price £229.95

Product Safety
Type approved
Production supervised
DEKRA Certified



Schumacher

FREE 6Amp 6/12V Intelligent Speed Charge Battery Charger




Model No. SC16
List Price £89.95

SAVE 22%

£179.95 Exc. VAT
£215.94 Inc. VAT

35,000Btu/hr Space Warmer® Industrial Propane Heater

PROPRANE



35k Btu/hr

Reaches maximum heat output within seconds of being turned on.
Supplied with an approved propane gas regulator and hose.
Model No. LPH35
List Price £199.95

SAVE 30%

£139.95 Exc. VAT
£167.94 Inc. VAT

PICK UP YOUR COPY TODAY



Visit www.sealey.co.uk
OR download the FREE Sealey App today to view and download all current promotions and the latest catalogue on your Smart Phone or Tablet.
Alternatively call us on 01284 757500.



Car Covers

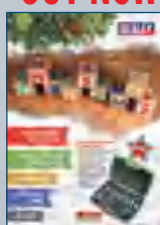
- Double layer cover for extra protection.
- Inner layer is made from soft anti-scratch material.
- Elastic corners for easy and secure fitting.
- Side-opening zip to allow access to the car when covered.



SAVE UP TO 35%

Model No.	Dimensions (L x W x H)	List Price	Exc. VAT	Inc. VAT
CCS	3800 x 1540 x 1190mm	£43.95	£29.95	£35.94
CCM	4060 x 1650 x 1220mm	£49.95	£32.95	£39.54
CCL	4300 x 1690 x 1220mm	£53.95	£35.95	£43.14
CCXL	4830 x 1780 x 1220mm	£57.95	£37.95	£45.54

OUT NOW



Find Your Nearest Sealey Stockist Here



Please send me a **FREE** copy of your latest printed catalogue and promotions.

Ref: FC/WIN15

Name:

House Number/Name: Postcode:

Email:

We comply with the requirements of the Data Protection Act and may use these details to send you information about other promotions from the Sealey Group. We may also share this information about you with third parties where we feel their services will be of interest to you. If you do not wish for your details to be passed on to these third parties, please tick this box. ☐

SEALEY GROUP,
KEMPSON WAY, SUFFOLK BUSINESS PARK,
BURY ST EDMUNDS, SUFFOLK. IP32 7AR
TEL: 01284 757500
E-MAIL: sales@sealey.co.uk





THE ULTIMATE MOTORING EVENTS CALENDAR

2016 SHOW DATES

JAPFEST - 24TH APRIL - SILVERSTONE - JAPFEST.CO.UK
CLASSIC FORD SHOW - 5TH JUNE - SANTA POD - CLASSICFORDSHOW.CO.UK
PV SHOW - 12TH JUNE - SANTA POD - PVSHOW.CO.UK
JAPFEST 2 - 26TH JUNE - ROCKINGHAM - JAPFEST2.CO.UK
MINI WORLD LIVE - 10TH JULY - ROCKINGHAM - MINIWORLDLIVE.CO.UK
FORD FAIR - 7TH AUGUST - SILVERSTONE - FORDFAIR.CO.UK
MINI IN THE PARK - 14TH AUGUST - SANTA POD - MINISHOW.CO.UK
TRAX - 2016 DATE COMING SOON - TRAXSHOWS.CO.UK
FORDFEST - 18TH SEPTEMBER - SANTA POD - FORDFESTSHOW.CO.UK

NEW FOR 2016

THE INTERNATIONAL FORD SHOW - 30TH APRIL TO 1ST MAY
SANDOWN PARK - THEINTERNATIONALFORDSHOW.COM

FORD SUMMER FESTIVAL - 16TH JULY

BRIGHTON RACECOURSE - FORDSUMMERFESTIVAL.CO.UK

THE FAST CAR FESTIVAL - 30TH TO 31ST JULY
DONINGTON PARK - THEFASTCARFESTIVAL.CO.UK

JAPFEST MOTORSPORT HEROES - 11TH SEPTEMBER
HOP FARM, KENT - JAPFESTMOTORSPORTHEROES.CO.UK

JAPFEST

ClassicFordShow

FordFest

THE INTERNATIONAL
FORD SHOW

PVS
THE PERFORMANCE
VAUXHALL SHOW

THE UK'S PREMIER MINI FESTIVAL
MiniWorld
Live

TRAX
THE ULTIMATE PERFORMANCE CAR EVENT

JAPFEST2
THE ULTIMATE HIGH PERFORMANCE EXPERIENCE

mitp
MINI IN THE PARK

fordfair

JAPFEST
MOTORSPORT HEROES

BOOK YOUR TICKETS NOW!



ALEX BEGLEY'S 'ROCCO



photo: CJM Photography

FAST
CCIP

LIBERTY WALK



A U D I R 8 V 1 0



WELDERUP'S LITTLE JOE

photo: CJM Photography



THE **MISHIMOTO** GT86/BRZ INTAKE



POWER PACK

TAKE 12% OFF
YOUR ENTIRE
ORDER. USE THE
COUPON CODE:
JAPFEST15



Want to see the testing? For full engineering reports, data charts, and videos, visit mishimoto.co.uk



Silicone Induction Hose

- › Direct fit and dyno-proven gains
- › Internal metal support rings protect against high vacuum and collapse
- › 5-Ply silicone for added strength with heat-resistant fibres
- › Available in black, blue, or red

Shown: Subaru BRZ/Toyota GT86, 2012+ Silicone Induction Hose

Performance Air Intake

- › Direct fit and dyno-proven gains
- › Mandrel-bent aluminium intake pipe with air straightener and CNC-machined MAF housing
- › Fully serviceable oiled air filter
- › Made in USA

Shown: Subaru BRZ/Toyota GT86, 2012+ Cold-Air Intake



THE WORLD LEADER IN PERFORMANCE COOLING PRODUCTS™

See our full line of **GT86/BRZ** products at

MISHIMOTO.CO.UK T 01562 512501



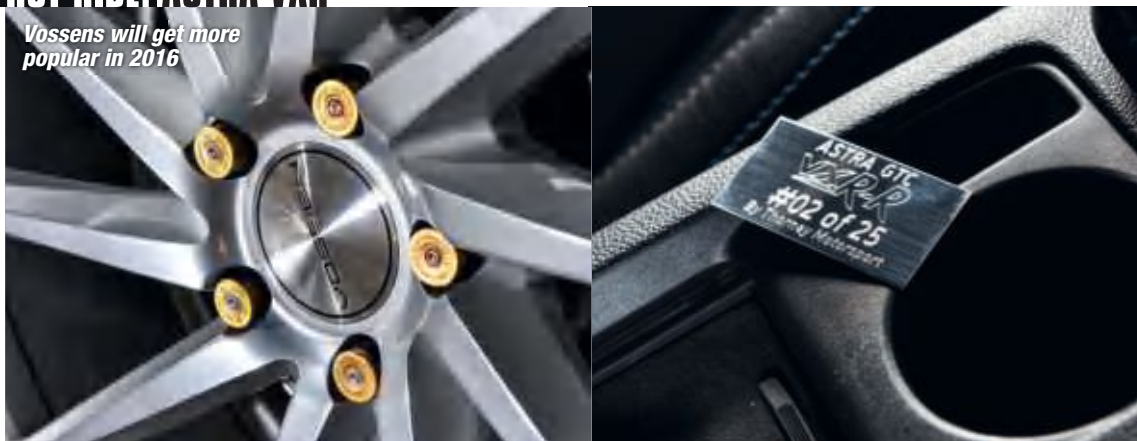
Breaking the Mould

***AN ASTRA VXR WITH AIR RIDE, 20IN
VOSSENS AND A HEALTHY 321BHP...***



HOT RIDE: ASTRA VXR

Vossens will get more popular in 2016



It took Vauxhall a long time to make their mind up regarding their range-topping brand. While the boys in Essex decided that 'RS' should be their undisputed halo range in the '60s, Luton took rather longer and straight up dithered. Between the '70s and the early part of the 21st century we were treated to HSSs, HSRs, SRis, GSis, Turbos and finally, the VXR. This indecision undoubtedly enabled Ford to steal a march on Vauxhall, and it's only relatively recently that the latter's VXR range has begun to approach the levels of appreciation enjoyed by other comparable brands. Still, the VXR brand has delivered some seriously cool cars over the last decade and a bit, everything from bonkers re-badged Holdens to stupidly powerful family vans (take a bow Zafira VXR), and it just keeps on delivering.

Top of the tree has to be the latest Astra J VXR, a car that bristles with tech, looks fantastic, re-defines what a performance front-wheel drive Vauxhall can do, and can go toe-to-toe with the likes of the Focus RS. Then we have the example here, a car bought brand new by Bryn Williams in 2014.

"I'm known for driving my cars pretty hard and for going through a fair few gearboxes," Bryn explains with a grin. "My last car was a Corsa SRi that I slowly converted to full VXR spec and I destroyed a fair few M32 gearboxes on that, so I wanted a car with a warranty."

Various Corsas were weighed up and rejected before Bryn finally settled on the all new VXR, put his deposit down, jumped in the car and drove direct to Thorney Sport to well and truly void said warranty. What started out with a discussion about the pros and cons of Stage 1 tuning ended with Bryn driving off in an Astra boasting one of the firm's Stage 3 VXR-R packages. While this doesn't involve any alteration of

the internals or turbo, it does see the Astra given a stage 3 remap, induction work and free-flowing exhaust system, all of which left Bryn with a handy 307bhp, a figure that jumped to 321bhp once the box-fresh A20NFT had loosened up a bit (just over 60 miles had clicked over on the odometer at the time of the VXR-R conversion).

"I'd be lying if I said I noticed a massive improvement in performance after all that work, mainly as I'd driven the car fairly conservatively up until then, but in the months since it's really come alive," Bryn explains. "350bhp is on the cards for next year, possibly more if I opt to fit a larger turbo..."

The VXR-R package came with a whole host of badges, stickers and wheel options, though this latter aspect of the kit posed something of a conundrum; the wheels offered were performance based (Team Dynamics Pro Race being the most popular), and while there's no doubt that these are fine, lightweight alloys in their own right, they aren't exactly a rare sight on bright blue Astra VXRs. In the end Bryn bit the bullet and fitted some Team Dynamics (though they weren't Pro Race 1.2s) and ran them for several months, only deciding that they needed to go when he took the fairly drastic step of fitting an air suspension kit to the car.

"That wasn't a decision I took lightly but I can honestly say it's been one of the best modifications on the car, and one that's made it a whole lot more usable."

First, a bit of background. A set of posh Bilsteins found their way under the arches within weeks of Bryn's name appearing on the V5, all wound down about as far they could go with the 'helper' springs removed. The resulting ride was, perhaps unsurprisingly, crashy and



Plush Automotive install is a quality affair as always



BRYN WILLIAMS

First Vauxhall:

A Grasshopper Green 1400 SRi

Worst part of the build:

Probably the bit that's ongoing – trying to sort the centre exit exhaust!

Best part of the build:

Dropping it down right after fitting the air suspension.



deeply uncomfortable. Throw in the fact that he kept gouging his splitter on all but the most pathetic of speed bumps and it becomes all too clear why Bryn eventually went all out and had Plush Automotive fit an air kit with twin 400cc compressors, Air Lift Performance struts and HPDT rear bags. Bryn admits that yes, he did have some concerns about compromising the poise and handling of his VXR, but the air kit has so far proved much better than the previously mentioned Bilsteins.

"The only real issue associated with the kit was that it meant I had to change wheels," he recalls. "Yeah the Team Dynamics were nice and very lightweight but they weren't exactly a 'show wheel' and I thought they looked out of place on such a low car."

So what did he opt for? In the end Bryn took advice from his friend, a man with something of a thing for high-end wheels and someone who took him to Auto Werks, a local firm specialising in posh alloys in all manner of fitments. The Astra's PCD isn't exactly god's gift to fitting fancy wheels but there were options and Bryn finally plumped for the rims that grace the car here, stunning 20in Vossen CVTs with their faces ceramic polished. Not only do these wheels stand out from the

more commonly seen Team Dynamics, 3SDMs and Rotiforms, they also fitted perfectly right out of the box and with no need for arch work.

This is one of those cars that really shouldn't look as good as it undoubtedly does, and if you'd asked us beforehand whether fitting air suspension to an Astra J VXR was a good thing we'd probably have






**“Stunning Vossen CVTs with their
faces ceramic polished”**

Blue belts are an awesome detail





replied in the negative. Yet it does, and then some. Part of that's down to the fact that seeing such a new car on its belly is a novel thing, though the extensive programme of smoothing, shaving and deleting that Bryn's put the car through also plays a part. Flushing the boot was one of the more challenging aspects here, mainly because on the latest VXR the Vauxhall badge actually serves as the release mechanism so deleting it involved fitting a boot popper at the same time. Both front and rear bumpers were given the same treatment, while any chrome trims were relegated to the bin and replaced with perfect paint. It's all very subtle and won't be spotted unless you're a fully paid up VXR perv, but then perhaps that's the best indication of smoothing done well.

This has been a fast paced build, with the car taking shape over the course of a year or so, but he's already working on a custom centre-exit exhaust, some other exterior details and, when the package is available, more power. Fair play! 



TUNING

2.0 A20NFT with Thorney Motorsport Stage 3 VXR-R package and Stage 3 remap, Thorney Motorsport panel filter, Pace front mount intercooler, Piper sports cat, Flow Dynamics cat back exhaust system, Forge front lower brace

STYLING

Astra J VXR in Arden Blue, smoothed front and rear bumpers, smoothed boot with boot pop relocated, de-chromed, colour coded roof rails, smoked rear lights, tinted windows, black sun strip

CHASSIS

Air Lift suspension setup comprising Accuair E-level management, twin 400cc compressors, performance Air Lift front struts, HDPT rear bags, 4 gallon seamless tank, I-level, Bilstein rear shocks, 20in Vossen CVT with ceramic polished faces, 235/30x20 Nankang NS-2, Brembo four pots, Hel braided hoses

INTERIOR

Full leather VXR interior with blue stitching and custom blue seat belts, one off boot build with x2 compressors, x1 tank and colour changing LED lighting

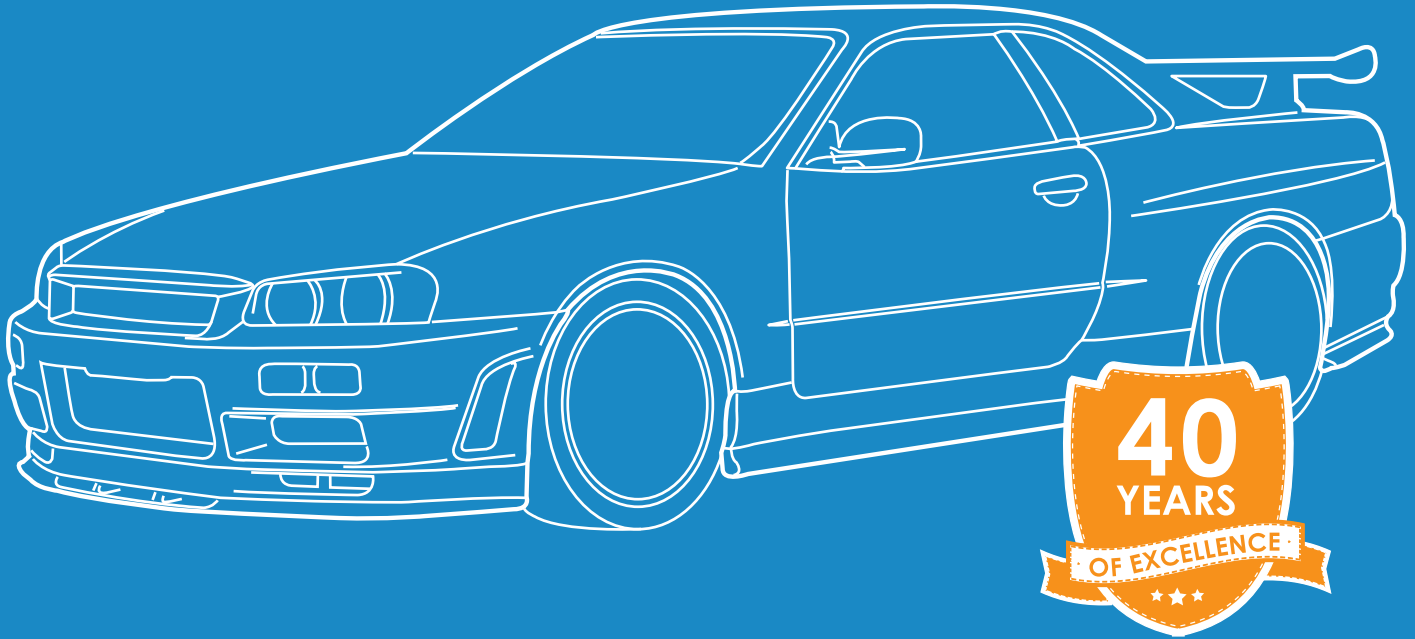
THANKS

Richard, John at Thorney Motorsport, Dave at Auto Werx, Luke at Plush Automotive, Si at Still Static, Dan at Flow Dynamics, Mo Miah at Specialist Tint Ltd, Stuart at Ultra Finish, Slammed UK and Sump Scrapers

Smoothing the badge (and boot release) was hassle but the results speak for themselves



Your Pride and Joy



Benefits available can include:

- FREE Legal Cover
- Agreed Value
- Limited Mileage Discounts
- Track Day Cover
- Imports Cover
- Club Member Discounts

Modified Car Insurance

Adrian Flux know how much you love your car, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.

0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority



BUGGIN' OUT

IT'S TIME FOR THE SECOND GENERATION IMPREZA TO STEP OUT OF ITS OLDER SIBLING'S SHADOW, AND YOU COULD DO A LOT WORSE THAN TO LOOK TO NATHAN HOWELL'S CAR FOR 'BUG-EYE' INSPIRATION.





Whichever way you cut it, the 'bugeye' Impreza had a difficult start in life. This was a car that had to follow on from the all-conquering classic Impreza, the car that defined the 'PlayStation Generation' and helped make a household name of a certain Scot with a penchant for either winning WRC rounds in spectacular fashion, or crashing out in equally jaw-dropping style. The original Impreza birthed

icons like the 22B and the P1, and while certain trims and specs can still be had for small sums, most examples are well on the way to modern classic status. It's hard to deny that, when launched at least, the 'bugeye' GD/GG looked a little bit flabby and a touch confused, but that larger body housed a car that was vastly improved in almost every respect.

Helping Richard Burns to the 2001 WRC Driver's title didn't fully re-address the balance

and it's only recently that these cars have (quite rightly) begun to become desirable in their own right.

Age heals all wounds though, and the passage of time has served to make the second Impreza a much better looking car. The massively well supported aftermarket that's sprung up to cater for the Impreza helps of course, with everything available to make the bugeye look much, much more purposeful (the guys at Morette must've rubbed their



hands together with glee when they first clapped eyes on the headlights).

Then there's the example you see before you, the very embodiment of all that's good about these cars and how well they respond to a bit of clever thought and some tweaking.

So why did Nathan Howell, the owner of this very car, opt for both this generation of Impreza and, perhaps more importantly, why did he choose to style it in the manner he has?

"I was in the market for something a bit silly after selling my Megane RS and the Impreza didn't really register on my radar until I realised how cheap they were, particularly the bug-eye generation cars. After that it was a no brainer!"

Before long Nathan was handing over a very reasonable sum of money to a police officer (we're still unsure whether buying a car off a copper is a good thing or a bad thing, answers on a post card please) and driving home in his own WRX, only stopping briefly to order some coilovers partway home. Nathan

had already done his research and had found a number of stonkingly good looking bug-eye Imprezas hailing from the land of the free and the home of the brave, and this, combined with a somewhat disappointing trip to his local dyno, set him down the styling route.

"I bought some tuning stuff early on as I thought it'd respond well to them, so that's when the de-cat, Perrin intake and FMIC went on, but I was slightly underwhelmed with the eventual performance on the rollers... it only made 250bhp or so."

Nathan cites this as the point where he decided to major on exterior styling and a sump-scraping ride height at the expense of out and out performance, and also where he opted to follow a USDM styling trend. This opened the floodgates for a raft of clever styling parts, the majority of which originated from the US. Stateside the wider your Impreza, the better your Impreza, and a host of companies have sprung up to offer just the kit needed, hence the CarBen Fibre Creations 'Karlton Flares' now found on Nathan's car.





*Skinnies are out and
flares are back in*



*11x18in Work Meister rims – damn
that's some girth right there!*



Bug-ger me it's low!



Actually inspired by the weird and wonderful arch kits offered across the pond, Nathan knew right away that he needed a set for his Impreza, though getting them to sit correctly involved plenty of late nights and, we're guessing, a fair few expletives!

"My mate actually resprayed the whole car at about this time, still in OE metallic silver, just a fresh coat," Nathan recalls. "It was done over the course of a six week period in his lockup and by the time he was finished the car looked totally different."

Widening the car enabled Nathan to run a Widetrack rear bumper from a later 'hawkeye' Impreza, plus an STi boot spoiler, 'blobeye' rear lights and an HT Autos front lip. All great changes and all aimed at giving the car a massive shot of aggression, but also practical additions – certainly as far as those cavernous arches were concerned. We all have our dream wheels, alloys we've longed for and dearly wanted to own since we knew about such things, and for Nathan it's the Work Meister S1.

"I've always loved those wheels, their design and how good they look when fitted to Japanese cars, though getting them took a fair bit of work..." explains Nathan with a grin.

The final piece of the puzzle? The air-ride setup and the key to getting Nathan's Impreza looking just right and more than a match for comparable cars from across the Atlantic. An

Air Lift V2 kit was soon winging its way to Nathan's home and he wasted no time in calling up his close mates for a full day of spannering.

Fitting air suspension can be a frustrating task, even for an experienced mechanic, so it wasn't something Nathan undertook lightly. Luckily the mates in question are as mechanically minded as Nathan and together they set about the process methodically;

carefully running the lines, checking clearances and working out how best to site the bags. The end result was a perfectly functioning setup and the perfect final flourish to a brilliant build, an Impreza that goes against the gravel-chucking grain that most UK examples follow.

We don't know about you, but we think the 'bugeye' Impreza just started to make a lot of sense... [F4](#)



Harness bar is handy for little people to do pull ups (sorry Midge)

TECH SPEC: IMPREZA

TUNING:

Full de-cat exhaust system and 'up pipe,' Perrin short ram intake, black front mount intercooler, GFB hybrid recirc/dump valve

CHASSIS:

Complete Air Lift V2 kit with bags and management system, 11x18in Work Meister S1s, Nankang 255/35x18, Black Diamond discs all round, Tarox front pads, YellowStuff rear pads

EXTERIOR:

Subaru Impreza GD 'bugeye' in silver, CarBen Fibre Creations 'Karlton Flares,' STI boot spoiler, colour coded skirts, HT Autos front lip, widetrack 'hawkeye' rear bumper, 'blobeye' rear lights JDM STI grille

INTERIOR:

Status Ring GT buckets on Buddyclub super low rails, Takata harnesses, Tegiwa harness bar, Nardi Personal steering wheel, Driftworks snap-off boss, NRG short hub, Tegiwa shifter



NATHAN HOWELL

Age: 26

Occupation: I work at a petrol station... I don't get discount fuel!

First car: A Mk1 Renault Clio Paris.

So, what are you planning to do with the car now: Actually I've recently sold it. I felt I'd taken the car as far as I could and fancied a new challenge, though I'm certain the new project will be equally low!



*Status by name,
status by nature*

"This opened the floodgates for a raft of clever styling parts"



*"So I said to her, nice legs
– what time do they open?"*



EDITION 38

Ask anyone in the car scene to name a VAG show and one of the first responses will be Edition 38. Celebrating a milestone 15th year, the show returned bigger and better than ever at Overstone Park in Northampton. Unlike most current car shows, Edition still makes the experience a full weekend one, with the choice of on-site camping or, for those wanting a quieter and warmer night's sleep, the choice of a hotel close to the site. With thousands of people in attendance and over 800 cars entering the Show and Shine over the two days – and not just from the UK with many Dutch, German, Spanish and Belgian cars making the trip over – it's easy to see why the show has grown year-on-year.

For those who know about Edition, they'll always say the 'main' day is Sunday when the Show and Shine is at its fullest and all of the show cars turn up. However, the Saturday was certainly no disappointment. Featuring its own set of 20 awards for the best in show, it was worth entering for the chance to win one of the incredible trophies made by G23 Engineering. It was also a great opportunity to look around some of the trade stands and spend some of your hard earned dough without there being huge crowds. And with some of those trade stands including Car Audio Security, Dubkorps and Revo it was easy to splash out on some of the latest products on offer.

It was also a great opportunity for those visiting the show to get their first look at the prize giveaway car from the Edition 38 crew – a show-ready VW Up complete with a fully retrimmed baby blue interior with matching blue BBS wheels, and coilovers.



Copper Rotiform SPFs look stunning on Charlie Dunn's RS4



Jörg Ballermann's Mk1 won Car of the Show. And truly deserved its award



Leanne Thompson's R32



Sixbe's Gulf inspired Golf



Now that's top banana



EDITION 38

After a very cold and long night of raving, BBQs and general banter, the Sunday morning started with blue skies and sunshine – weather that continued throughout the day. The Show and Shine area filled up tenfold compared to the Saturday and in double quick time, too. With the chance of taking away a prestigious Edition 38 award, you could see everyone was keen to get their cars spotless and ready for the judges.

It was also great to see such a wide variety of VWs on display there and not just those with fitment either! There were a few rat-cars, some rare 90s Harlequins and even a super clean Buggy.

For us though, the stand out cars were the two Mk1 Golfs and a Mk1 Scirocco from Holland. They set a very high benchmark for showing off a 'clean' car. With their fully polished and smoothed engines proudly



*We bet Elmo's TT is thirsty.
See what we did there?*



Look out for a full feature on Adrian's US Spec'd Mk3 next month



Woof! We have liftoff



Nice RS





Ben Reader's awesome 1.8T (bored to 1.9) Polo



EDITION 38

shining in the sun, the attention to detail was just impeccable. And it seemed the judges also shared our views with Jörg Ballermann taking the coveted Car of the Show with his beautiful blue Mk1 with face mounted BBS wheels. Throughout the day, Jörg had his car on polished axle stands, to show how clean the inner arches, suspension parts and underside of the car was.

And so the anniversary year of Edition 38 ended. We can honestly say it was an amazing weekend and filled us with loads of ideas of what we'll be looking to do with our own project cars.

We'll certainly be attending again next year. Until then though, happy anniversary Edition 38! Here's to 2016...



Klutch KM-16 rims in Fusion blue look awesome on this Polo



Zee's RS7 boasting a XUK-666 wide arch kit



NEXT YEAR

If you're a VAG fan and haven't made the trip before, we thoroughly recommend you do so in 2016. The show is traditionally held on the first weekend in September, so keep those dates free as a precaution!

www.edition38.com/the-show

UNDERWEAR FOR THE EXTREME

SD SMUGGLING DUDS .COM

KEEP YOUR CROWN JEWELS SAFE WITH SMUGGLING DUDS

GET 15% OFF ALL ORDERS ONLINE AT SMUGGLINGDUDS.COM WITH DISCOUNT CODE - FASTCAR15 (OFFER ENDS 31/12/2015)

THE INTERNATIONAL COLLECTION

UNION JACK - CAMOUFLAGE - BRITISH - AFTER SPANISH

Sytec FUEL TECHNOLOGY

The choice of professionals

MRB 001

Colours:

- Blue
- Purple
- Red
- Polished Silver
- Black

• 1:1 RATIO

• FINE ADJUSTMENT RANGE 15.0 - 90.0 psi

• MAINTAINS SET PRESSURE (HELPS WITH MAPPING)

• RANGE OF HOSE fittings

• AUX. GAUGE PORT

• LIGHTWEIGHT ALUMINIUM

Racing Rallies Sprinting Hill Climb Drifting

Part No.	Description	Price
MSV 000	Valve / 1/8 nptf thread (female)	£106.70
MSV 001	Valve / 8mm dia. hose tails	£108.95
MSV 002	Valve / Jic - 6 inlet, 8mm outlet	£111.20
MSV 003	Valve / Jic - 6 inlet & outlet	£114.00
MRB 001	Comp aluminium bracket	£6.90

PRICES EXCLUDE VAT @ 20%

Tel: +44 (0)1784 493 555

www.glencoeltd.co.uk

Email: sales@glencoeltd.co.uk



Alloy Wheel Protection, DIY fit

Protection from as little as £19.99 per car

www.rimbladesnorthwestltd.co.uk

A photograph of a dark purple VW Scirocco driving on a winding asphalt road. The car is in the foreground on the right, moving towards the left. The road curves into the distance, flanked by green grass and trees. The background is slightly blurred, suggesting motion. The sky is overcast.

PURPLE REIGN

DRESSED IN CANDY PURPLE PAINT AND AIRED OUT OVER COPPER HOOPS, ALEX BEGLEY'S SCIROCCO IS REIGNING CHAMPION OF THE VW SCENE



"The paint finish looks deep enough to dive into"



The last thing you expect to happen to you when picking up a new motor is for one of its wheels to fall off. But that's exactly what happened to our buddy Alex Begley! You see Alex's relationship with his Scirocco has been somewhat rocky, and getting it to the standard it is today was far from easy.

His journey starts over two years ago and after a long list of modified motors he was on the hunt for a new project. "I spotted a few Sciroccos at shows and started thinking, I

wouldn't mind a shot at one of these myself. A few months later and she was in my garage," Alex tells us. The car was completely standard but in no time at all Alex and his mate Harry were hacking away at it on his driveway. First up was to get it decked. The lads fitted Air Lift suspension to along with a set of Fifteen52 Tarmac wheels. A pair of Recaro CS seats followed and Alex was well on his way to show car stardom.

Alex is the sort of lad who won't be seen out in the same trainers twice and the same

goes for his motor. Every season he likes to swap things up and a year later it was time to make some changes to the dub.

The car was sent off to be plasti-dipped grey and came back looking tougher than ever. Another season passed and the VW was due its annual overhaul. Alex had it shipped off to our pal Jamie at UnitSixteen, to have the plasti-dip removed, but bad luck struck once again. Strips of paint started to peel away along with the plasti-dip, where the previous bodyshop had not prepped the bodywork



UnitSixteen

These are the guys behind Alex's build and it's not the first time we've seen their handiwork either. They produce some top draw work and this Scirocco is a great testament to what they can achieve. Check them out on Facebook and see what they can do for you!

Lively 2.0 TFSI gets a Forge Twintake system



ALEX BEGLEY

Hi mate. So many changes it's hard to keep up with you!

"I know, I like to try and keep it ahead of the game."

And you certainly have. So what can we expect from you next then?

"I've sold the car now so I'm moving onto my next project."

Nice one. We're expecting something very special.

"Don't worry, I won't disappoint."

Fifteen52 Integrales are bollock tickling good



Splitter-scraping dub perfection






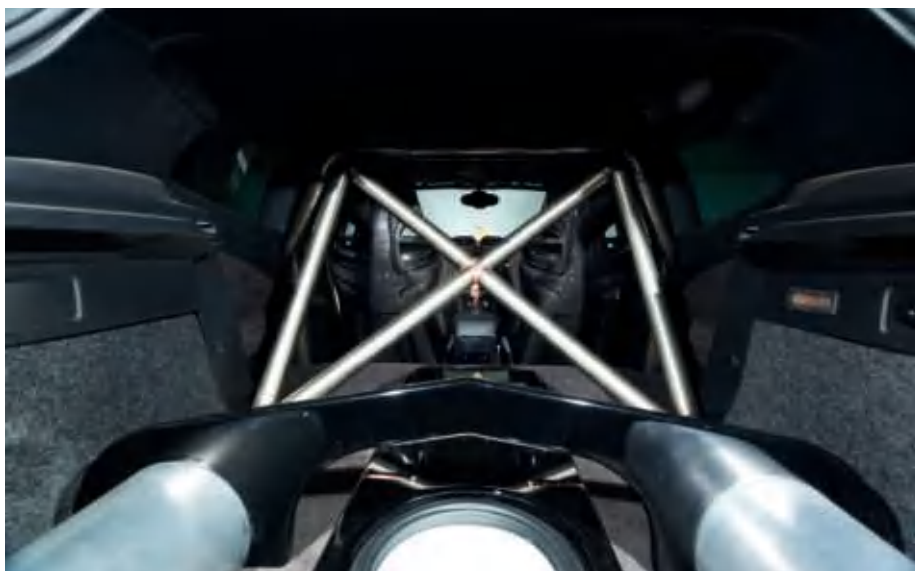
correctly. This left Alex with only one option: to go balls-out and give the Scirocco the best makeover it's ever had!

At the same time he took the opportunity to add a few more tweaks to the body before the paint could be sorted out. A full Scirocco-R bodykit made up of front and rear bumpers and a set of skirts were ordered. Before being fitted, the bumpers were smoothed and the original arches widened – sweet! With the kit sitting perfectly and arches wide enough to take some monster hoops, a fresh coat of paint could be laid down. The colour of choice is a right corker too! Jamie has covered every inch of the car in candy purple paint. The finish looks deep enough to dive into.

It was about time those Recaro seats got changed too. Replacing them this time is a set of very posh looking Porsche GT3-RS carbon back lightweight units. Alex didn't stop there though. The rear seats are a thing of the past and have been replaced with a rollcage and a killer looking install. A pair of seamless three-gallon tanks sit proudly on display either side of a single 12-inch VIBE D2 sub. In fact VIBE have properly hooked up Alex's dub with a ton of goodies, including a VIBE Space Bass amp, BlackDeath components and other equally evil named items.

The end result is nothing short of ground shaking – just how we like it! Alex hasn't been shy in squeezing a few extra ponies out of the motor either. The turbo has been swapped out for a meatier K04 version and combined with a Forge twintake induction kit and a turbo

back exhaust system – lovely jubbly! Over the years Alex's Scirocco has taken on a number of different looks and whilst we loved each of them, his latest offering is definitely the best to date. Though we can't wait to see what he does next! 



GT3-RS seatage with RS6 inspired hex trim. Oof!



Six good-sized Alcantaras gave their lives for this interior. Maybe



STYLING:

Candy purple respray; widened arches; Scirocco-R bodykit; smoothed bumpers; custom DRLs.

CHASSIS:

Air Lift slam series; 2x 3-gallon seamless air tanks; chassis notch; staggered 9.5x19in and 10x19in Fifteen52 Integrale-SC wheels; 215/35x19 and 225/35x19 Nankang tyres.

AUDIO:

VIBE Space Bass amp; 12in D2 sub; BlackAir Stereo 4; BlackDeath 6 components; Deltabox line converter; Anti VIBE sound deadening; Critical Link cables.

INTERIOR:

Porsche GT3-RS carbon back lightweight seats; Alcantara re-trim; carbon armrest.

TUNING:

K04 turbo; Forge twintake induction kit, short shifter; custom re-map; turbo back exhaust system.

THANKS

Kleen Freaks; Brad and Matt at Fifteen52; Deluxe detailing; Autobahn tuning; Forge Motorsport; VIBE Audio; and my mother for having me :-)



“A set of Porsche GT3-RS seats with carbon backs...”





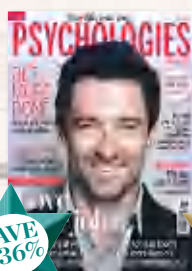


MERRY CHRISTMAS



A magazine subscription makes a fantastic Christmas gift. We'll ensure that the first issue of the gift subscription will arrive after Christmas Day. The best feature of a magazine subscription is that we'll deliver the latest issue direct to their door every month for the year!

6 ISSUES £19.99
13 ISSUES £34.99



SAVE
UP TO
36%

6 ISSUES £19.99
12 ISSUES £29.99



SAVE
UP TO
37%

6 ISSUES £19.99
12 ISSUES £29.99



SAVE
UP TO
33%

6 ISSUES £19.99
13 ISSUES £34.99



SAVE
UP TO
66%

6 ISSUES £9.99
12 ISSUES £11.99



SAVE
UP TO
45%

6 ISSUES £14.99
13 ISSUES £24.99



SAVE
UP TO
40%

6 ISSUES £19.99
13 ISSUES £34.99



SAVE
UP TO
39%

6 ISSUES £19.99
13 ISSUES £34.99



SAVE
UP TO
40%

6 ISSUES £19.99
13 ISSUES £34.99



SAVE
UP TO
37%

6 ISSUES £19.99
13 ISSUES £34.99



SAVE
UP TO
34%

6 ISSUES £19.99
12 ISSUES £34.99



SAVE
UP TO
35%

6 ISSUES £19.99
12 ISSUES £34.99



SAVE
UP TO
30%

6 ISSUES £19.99
13 ISSUES £34.99



SAVE
UP TO
40%

6 ISSUES £19.99
13 ISSUES £34.99



SAVE
UP TO
40%

6 ISSUES £19.99
13 ISSUES £34.99



SAVE
UP TO
39%

6 ISSUES £19.99
13 ISSUES £34.99



SAVE
UP TO
40%

6 ISSUES £19.99
13 ISSUES £34.99



SAVE
UP TO
63%

16 ISSUES £19.99
32 ISSUES £29.99



SAVE
UP TO
32%

6 ISSUES £19.99
13 ISSUES £34.99



SAVE
UP TO
38%

6 ISSUES £19.99
13 ISSUES £34.99



SAVE
UP TO
41%

6 ISSUES £19.99
13 ISSUES £34.99



SAVE
UP TO
44%

6 ISSUES £19.99
14 ISSUES £34.99



SAVE
UP TO
39%

6 ISSUES £19.99
13 ISSUES £34.99



SAVE
UP TO
39%

6 ISSUES £19.99
13 ISSUES £34.99



SAVE
UP TO
31%

6 ISSUES £19.99
13 ISSUES £34.99

Class Act

**COVERED IN
CHAMPAGNE GOLD
PAINT AND TRIMMED
WITH THE FINEST
LEATHER, ADAM
HARRISON'S CIVIC
COUPE IS OOZING
WITH CLASS**

Being raised by professional Rallycross drivers meant that our mate Adam Harrison was always going to turn out as a bit of a petrol head. In fact, 'a bit' might be something of an understatement. Adam became the proud owner of this Civic Coupe at only 16 years young, and ever since has been tweaking it to perfection.

The Honda was a minter and fully standard when he bought it, which meant he had a great base upon to build his dreams. "I bought it from a policeman (*that's*

the second ex-cop car this issue! – Jules), it was really well kept and the price I got it for was a steal. It stayed standard for all of three hours until some shiny bits turned up," Adam tells us.

Having plenty of time on his hands before he could take his driving test meant more time to get the Coupe looking smart. He dived straight in with a HKS High Power exhaust and four-branch manifold. As the months rolled past the Civic went through a number of changes and styles until Adam got into a spot of bother. "After getting





HOT RIDE: CIVIC COUPE



caught speeding I decided a change of style to calm me down was in order," Adam admits. This brush with the law made him sit back and re-think things. The transformation from track slag to show car began.

The front end has been treated to a Chargespeed lip and Type-R grille. To finish it off the front bumper was completely smoothed giving a clean look. The arse end has had just as much attention. A Mugen rear splitter has been added along with LED rear lights. The Champagne Gold paintwork is original, but Adam has colour coded

various parts to complete the look. It's thanks to Adam's mum that the Civic is now sitting on its arse. Originally Adam was happily living the static life, but moving to a new house with a monster sloping driveway was killing the Civic's bumper every time he returned home. The coilovers were put into retirement and replaced with a Rayvern Hydraulics suspension kit, which meant Adam had no more problems with that pesky driveway.

Things didn't stop there, though. To get his stance game bang-on, Adam has added

Skunk2 lower control arms and a Beaks lower tie bar that adds extra rigidity to the subframe. When it came to a fresh set of boots for the Coupe, Adam turned to the king of Japanese wheels. A set of 10x15-inch Work Meister S1 wheels have been fitted up to the Civic, but getting them under the arches was no easy task. The arches have been pulled, rolled, cut and fettled into shape. Buddy Club camber arms were also added to squeeze those epic Work rims into place.

Everything was falling into place, so it was about time something went wrong. Adam started having a few issues with the standard JDM-spec B16A lump and was getting fed up with how unreliable the car was becoming. It was time to take action. The engine was removed and replaced with a UK spec B16A2 version, this meant getting parts was a lot easier. Before fitting



Adam goes for a nice, sedate Sunday drive





A B16A2 lump does the job and sounds lovely



ADAM HARRISON

Top motor fella. No more speeding fines for you though eh?

"Nope. I wouldn't want to ruin the Champagne Gold paint work anyway!"

This's true. What was the hardest part of the build?

"Getting the wheels to fit. At 10 inches wide there was no way they'd bolt straight on."

And you've nailed it! We can't wait to see what's next...



Intake – like a pro...

"The engine was replaced with a UK-spec B16A lump"





Works of art

WORK have been putting out some of the nicest looking rims for as long as we can remember. Adam has gone for a set of Meister S1 wheels but there's plenty of models available. Check out their Facebook page for more info.



R8 seats make ideal OMP hangers

the new lump he took the opportunity to make a few improvements. ITR cams were added, which gave the Civic an extra bit of poke all the way through the power band. To help improve air flow, an AEM induction kit has been bolted on along with a Skunk2 intake manifold. Allowing the Civic to sing the song of its people is a Spoon N1 exhaust that screams every time Adam plants his foot, which isn't often of course!

No show car would be complete without a tidy interior, and you don't get much tidier than Adam's Civic. A pair of Audi R8 seats were installed, while the roof lining was re-trimmed and the pillars sprayed black, giving the interior a modern look. The steering wheel got swapped out for an OMP version complete with snap-off boss. The Coupe has been treated to a fresh set of sounds too. With the rear bench

removed, Adam slapped in an epic install that houses four JL audio 12-inch subs and five iPaul Rainbow amps. Two sets of Hertz components were installed into the doors and the whole lot is headed up with an Alpine headunit.

Adam's Civic is true testament to six years of hard work. And if his first car is anything to go by, we can't wait to see what he pulls out of the bag next time... 📷



TECH SPEC: **CIVIC COUPE**

STYLING:

Chargespeed lip; Type-R grille; body colour coding; Mugen rear splitter; de-wipered front; LED rear lights; smoothed front bumper; cut and rolled arches.

CHASSIS:

10x15in Work Meister S1 wheels; Rayvern Hydraulics kit; Buddy Club camber arms; Skunk2 LCAs; Beaks lower tie bar; ASR strut brace; drilled and grooved brakes.

TUNING

B16A2 engine; ITR cams; Skunk2 intake manifold; AEM induction kit; Bisimoto manifold; Spoon N1 exhaust; mapped by Honda tuning.

INTERIOR:

Black nappa leather trimmed Audi R8 bucket seats, and roof lining; OMP steering wheel; snap-off boss; pillars sprayed black; black carpets; blue LED lights.

AUDIO:

4X JL audio 12in subwoofers; 5x iPAul Rainbow amps; Hertz high power coaxial and tweeters (two sets in each door); Alpine headunit.

THANKS:

Davies body repair; Peter Doidge car audio; Driftworks; my boys in Norwich when I need them; Rayvern Hydraulics for the install.



Stance is golden...



Tidy door builds

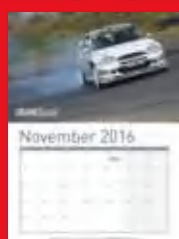
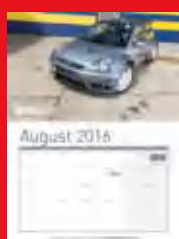
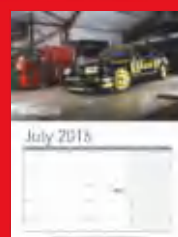
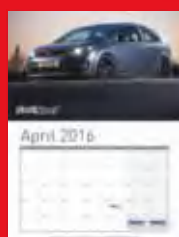
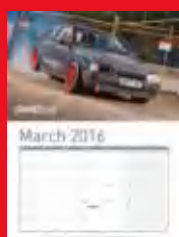


fastford

2016 WALL CALENDAR



JUST £5
INCLUDING
POSTAGE!



GRAB YOURS NOW FROM
SHOP.KELSEY.CO.UK



FASTPROJECTS

	<p>SLIM JULES' BMW 335i P98</p> <p>He was out of line last month, but Slim has addressed the issue and promised it won't happen again.</p> <p>Start Never Finished</p> <p>MAIN MODS: ADVAN TYRES • AIR LIFT AIR RIDE • 3SDMS • HYBRID TURBOS • MILLTEK EXHAUST • FORGE FMIC</p>	
	<p>MIDGE'S AUDI TT 225 P100</p> <p>Midge rubs down a long, hard pipe (not for the first time either – Jules).</p> <p>Start Never Finished</p> <p>MAIN MODS: PORSCHE 987 SEATS • 3M WRAP • SCORPION EXHAUST • FORGED 225 ENGINE • AIR LIFT AIR RIDE</p>	
	<p>MARK'S MAZDA RX-7 P103</p> <p>Christmas has come early for Mark's FD in the form of some rather fine brakes.</p> <p>Start Never Finished</p> <p>MAIN MODS: ROTA OPTION RIMS • CONTINENTAL TYRES • HKS T51R SINGLE TURBO CONVERSION • RECAROS</p>	
	<p>TRICKY'S PUG 309 THUNDERSALOON P105</p> <p>The FC309 has been back out on the circuit, but is it back in the lead?</p> <p>Start Never Finished</p> <p>MAIN MODS: COSWORTH YB ENGINE • ELITE SEQUENTIAL BOX • CUSTOM ALL-METAL WIDE-BODY • OMP WHEEL</p>	



Our Jules trying to get on the straight and narrow



Another visit to the very fine folk at Westbury Tyre & MoT Centre



JULES' BMW 335i

WITH ALL THE WHEELS FINALLY POINTING IN THE RIGHT DIRECTION, IT WAS TIME TO HIT THE ROAD...



With the Air Lift Performance kit perfectly installed under E92's arches, it was time to head to Westbury Tyre & MoT Centre for a bit of wheel alignment. This is a must after fitting new suspension, unless you've got shares in Yokohama or aren't bothered about your safety or car's handling.

Luckily my trusty garage down the road have a laser alignment machine to get all the BMW's wheels pointing in the right direction. After positioning my ride height to my daily driving setting on the V2 management, technician Alastair had the alignment done in about 30 minutes. I was finally ready to drive the BMW in anger for the first time since the new suspension was fitted. Yabadabadoo!

To celebrate this marvellous event I decided to go on a road trip. I left my humble abode in the West Country, for Kent, and from there I picked up a couple of mates and headed north to the Peak District – a perfect testing ground for the car's new chassis. I've got to say I'm impressed but not surprised. I knew the Air Lift bags and

struts were up to the job even before Plush fitted them. Yeah they cost more than your average coil-over package. But what you get for your money is an all round better ride quality, sharper handling, practicality and



drop-dead gorgeous lows at the double tap of a button.

If funds allow, Air Lift is an absolute no brainer. They have just released their new 3H management too, and you can read all about that box of tricks on page 51. I've written to Santa for an upgrade already.

THIS MONTH

PARTS

Front and rear toe alignment£70
Petrol£ouch

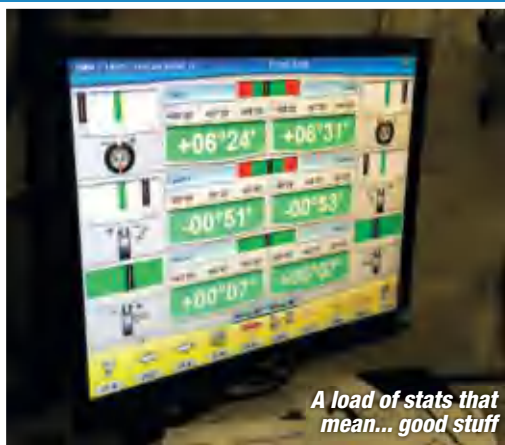
Total£70

Contacts

www.airliftperformance.com
www.plush-automotive.co.uk

NEXT MONTH

Erm, it's Christmas and I've spent most of my money on pigs in blankets (and Jaeger Bombs)!



A load of stats that mean... good stuff



San Diego: which of course in German means a whale's vag...



**MAXIMISE
ENGINE
PERFORMANCE**



Improves Combustion, Maximises BHP • Eliminates Corrosion
Boiling Point Above 180°C • 75% Less Vapour Pressure

Find your nearest stockist www.evanscoolants.co.uk



It's good, but it's not right...



Bat a rat!

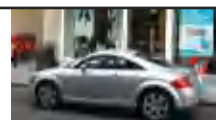


It's draining work but someone's gotta do it



MIDGE'S AUDI TT 225

PLASTIC PIPE IN THE BOOT, METAL PIPE UNDER THE BONNET. LOVELY.



One minute you're up, the next you come crashing right back down again... and I'm not talking about my recently-fitted Air Lift kit either. Nope, there I was just pondering installing the big ass injectors and high flow fuel pump I'll need before I take the car for its final mapping session, when I discovered my TT had decided to do another oil change, on its own, all over my Mum's drive. She wasn't happy.

The culprit was a split turbo oil return pipe and I can personally confirm that fitting the new one I found on eBay for a bargain 25-nicker was nothing short of a bastard. It's definitely one of those jobs where a ramp, or at least some bendy arms like that bloke out of the Fantastic 4, would have come in mighty handy. Yes dear reader, sadly I'm getting too old (or lazy and impatient – Jules) for crawling around on the drive in the pissing rain. What's all that getting dark at 4pm bollocks too? Winter can bloody well do one!

Still, like our Glenda said in his Staff Rides entry a few months ago, I'm a glass-half-full

kinda guy (don't worry we all pissed ourselves when we read that too) and it's not gonna stop me getting this car to how I want it, even if it is fighting back just about every time I take it out.

Anyway, when I wasn't busy fixing leaks and strutting round Las Vegas with Jules like we owned the place, I've also been getting busy with the fibreglass and filler. I found this downtime pretty therapeutic too, as you can see from the rest of the mag – it's been one pretty crazy month!

The idea was to make a lightweight cover for my air tank and, I'll think you'll agree, it's turned out pretty well for a DIY install.

To follow the curvy lines of the Quattro Sport-style rear bench I built a few months ago, I basically put this cover together using a couple of small pieces of 6-inch pipe and some curved ridged plastic. With some bodywork mesh to reinforce the joins and a whole load of glassing to hold it together, I then removed the whole lot, smoothed it, painted it and covered it in the same black acoustic cloth as the rest of the install.

That's all there is to it really.

The carpet is actually a temporary measure though, it's just to keep it all tidy while I decide if I want to re-trim the lot in leather, and if I can actually learn to do it myself, or choose a colour. Still for now, in the immortal words of our Jules, "fuck it, that'll do." Now about these injectors...





*You can't beat a spot of
driveway modding*



*An almost professional
finish, almost*



*Hats off to Sir Midge,
that's a fine DIY effort*



THIS MONTH

PARTS

Turbo pipe and gaskets	£32
Fibreglass, pipe, filler and carpet	£27

Total £59

Contacts

eBay

www.ebay.co.uk

Halfords

www.halfords.co.uk

NEW
FOR 2016



THE INTERNATIONAL **FORD**SHOW



GET YOUR
ADVANCED TICKETS
TODAY & SAVE!

Weekend ticket £30
Day ticket £10

SATURDAY 30TH APRIL - SUNDAY 1ST MAY 2016
SANDOWN PARK, LONDON

NEW INDOOR EVENT • SEE THE VERY BEST FORDS EVER PRODUCED DISPLAYED SIDE BY SIDE • EXCLUSIVE TO SHOW CARS ONLY

BOOK ONLINE: WWW.THEINTERNATIONALFORDSHOW.COM

From the owners of: **fastford** **ClassicFord** **FAST** **fordfair** **ClassicFordShow** **FordFest** **retro cars**



Book online at www.theinternationalfordshow.com. Advanced day tickets: £10 each. FREE entry for TWO children aged 14 and under when accompanied by a paying adult, any additional children will be charged at £5 each. Advanced weekend tickets: £30 each and includes entry to the show for the Saturday and Sunday as well as camping on the Friday and Saturday night. Up to two children aged 14 and under free with each paying adult, any additional children £10 each. Booking fee applies. Warning motorsport can be dangerous. All attractions subject to change.



That's brake porn right there!



*You can't park there Mark!
You're asking for trouble*

MARK'S MAZDA RX-7

TRACK DAY PREP @ REGAL AUTOSPORT



The British winter sucks. It's not like other countries where you're blessed with actual snow and frozen lakes to drift – you get rain, a bit more rain, and if you're really lucky some of that extra cold rain.

It's at this time of year where most petrolheads take their cars off the road, ready to embark on a winter makeover for 2016. Unfortunately for me, I've only just finished building my RX-7... and the last thing I want to do right now is lock it away for months.

But there's a pretty good reason most people keep their 'silly' cars off the road during winter. Aside from the torrential rain, near-freezing temperatures and minimal daylight, the constant road gritting means every panel is going to take a salt-based beating – not ideal when you've just had the whole car re-sprayed. The solution? Get out on track!

My RX-7 is – and always will be – a road car, but that doesn't mean it can't be prepped for track use with a few key upgrades. Seeing as I'm mechanically inept when it comes to working on a car, I entrusted the team at Regal Autosport in Southampton to ensure the RX-7 was ready for some winter abuse.

From supercharged Audi R8s to 750bhp Porsche GT2s, Regal Autosport are definitely no strangers when it comes to tuning rare, highly-strung cars for road and

track use. Put simply, if a £150,000 supercar is in safe hands here, the RX-7 hasn't got anything to worry about.

After chatting with Ash @ Regal we put together a plan for the RX-7's track prep, starting with installation of the mega Alcon brakes I picked up earlier in the year. This is a serious kit designed for racing, so getting the right brake feel was essential. What's more, ensuring the Pagid RS9 pads were bedded in correctly was an absolute must – something Regal Autosport are experts at doing. Get this wrong and your brakes will never perform at their full potential.

Super-grippy track day rubber was next on the agenda. The Toyo R888 is one of the pioneers of the road-legal track day tyre, instantly recognisable by its aggressive tread pattern and more importantly its wide range of sizes and compounds.

With wider arches fitted to the RX-7, I'm able to run 10.5x18in wheels all round which in turn means a larger 255/35x18 R888 fits with ease. There's plenty of space on the rears to go even wider if necessary, but the square tyre setup should help eliminate some of the understeer previously found when tracking the car at Castle Combe.

Brakes fitted, rubber mounted and an oil/filter change later, it was ready for one of the most important parts of track prep – proper alignment and setup. Often overlooked, a proper laser alignment and fast road setup

will more often than not yield greater performance gains than any fancy bolt-on mod. You can't just fit performance parts and expect 'em to transform your car without being setup properly first.

Ride height, camber, toe-in and caster now adjusted, the RX-7 was aligned for a conservative fast-road setup to provide a good base on the track. The RX feels completely transformed – no more crashy suspension or pulling on the motorway, just massive amounts of grip. Perfect.

The real test will come when it hits the track next month! See you then.

THIS MONTH

PARTS

4 x Toyo R888 255/35x18 semi-slick tyres £571
(camskill.co.uk)

4-wheel alignment + fast road setup £80

Total £651

Contacts

Regal Autosport

02380 558636 - www.regalautosport.com

Toyo Tyres

01933 411144 - www.toyo.co.uk

Wheel Alignment Centre

02380 332906 - www.wheelalignmentcentre.co.uk

Alcon Brakes

01827 723700 - www.alcon.co.uk



PVS

THE PERFORMANCE
VAUXHALL SHOW

ADVANCE
TICKETS ON
SALE NOW!

SUNDAY 12TH JUNE 2016
SANTA POD RACEWAY

BOOK ONLINE PVSHOW.CO.UK

ALL-DAY DRAG STRIP ACTION • THOUSANDS OF CARS ON DISPLAY • HUGE RETAIL VILLAGE • LIVE ENTERTAINMENT • CAMPING AVAILABLE

PERFORMANCE

VAUXHALL

FAST
car

modified classics

retro
cars



Book online at www.pvshow.co.uk. Advance tickets £18*. Tickets on the gate £23. *Booking fee applies. FREE entry for TWO children aged 14 & under when accompanied by a paying adult, any additional children will be charged at £5 each. All attractions subject to change. Warning motorsport can be dangerous. Advance bookings close midnight Wednesday 11th June 2016.



Steven Moss in the YB-powered Anglia chases down Tricky...



TRICKY'S PUG 309

AFTER A DAY'S TESTING WITH GT3S WE WERE SET FOR A WEEKEND OF GLORY!



A couple of months ago we demonstrated how we grew in rubber up front. We then went to Mallory with much more confidence, even though the tight and twisty contours of this circuit were a pretty tall order for the beastly FC309. But we were more than ready for Donington Park with its swooping undulations, far more suited for a car with long legs!

So, to be sure of our ability, we booked in for a day's testing on the GP circuit the Thursday before, and a good job we did too, as a tear in the rear chassis became terminally apparent late in the day, which gave us the whole Friday to repair, courtesy of our man Ray from Meryworth Services, and the kind loan of Mr Pete Stevens' workshop (Vauxhall Carlton of previous FC fame) who's Brummy base looked better than a 350 mile round trip home.

Up until then, the GP circuit proved to be an exciting day out! Here we were mixing it with the most modern of GT cars with all singing and dancing technology making them stick to the tarmac! (See us do an Aston here; <https://youtu.be/NoqZNHu3d9o>)

So come race day we were hot to trot, and it was my turn to set a time in quali, and that I did, albeit on the penultimate lap! I was second to pole by a mere three tenths, although this was to our arched rival Matt (Baldy) Moore in the Orange RSR MK1 Escort, who was actually on brand new

rubber may I add! (See my lap here; <https://youtu.be/QWVvk6fzcmhA>)

Come the race though he was off, and so too was the pocket rocket duo of Paul Sibley and his Modsport Elan, once he finally got past me two laps in. But it was the charging YB Anglia of Steven Moss who I had to deal with, as he came from 10th on the grid after an embarrassing cold tyre spin on the first lap of quali.

We battled it out, changing positions time and time again, though it was the old skool Ford that came up lucky when they stopped the race two minutes early for an incident up front! During his dice with the Escort, the Elan clipped a back marker and ended up with three wheels on the infield and stationary. The Anglia was just in front of us as we crossed the line, when I had actually planned a manoeuvre on the final lap that was sadly never to be, settling for a 3rd no less, but what a race! (See the race here; [youtube https://youtu.be/Ccuatq7N0Vt](https://youtu.be/Ccuatq7N0Vt))

My bro Danny was up next, though his race was scheduled for 7.35pm as Donny has an amazing 8pm curfew in the summer period, but we were running late already and time was ticking. However, an amazing all dusk race was about to unfold and Danny, armed with LED lights was ready to shake 'n' bake, well, that was until the spills of the previous race put pay to his first lap charge! As they entered Schwantz, Danny

performed an amazing 360 at 101mph as he hit some oil. (See the 360 here; [youtube https://youtu.be/gUFsnQi-wnl](https://youtu.be/gUFsnQi-wnl))

He managed to claw back all of his deficit before yet another early finish, this time due to lack of light. He was just a stones throw from catching the battle for first, this time between Moss (Anglia) and our friend Matt (Escort). But it was Mr Moss who completed the task he set out to do four years ago, and won the race outright and in style beating some of the finest. Well done to that man. (See Danny's race here; <https://youtu.be/VmJjG0Vlf5U>)

THIS MONTH

PARTS

Nothing £nada

Total £nil

Contacts

Avon Motorsport

01225 703101

www.avonmotorsport.com

David Stallard Photography

www.davidstallardphotography.com

FC Team 309

www.309thundersaloon.com

CSCC

www.classicsportscarclub.co.uk

PCD Fitment Guide

Of course we couldn't list every single car in the history of the universe, we just don't have the pages, but here's the majority of the scene's core motors (and a few wacky OEM+ options).



Make	Model	PCD	Centre bore
Alfa Romeo	159 (2005 -)	5x110	65.1
	166 (1998 - 2007)	5x108	58.1
Aston Martin	Vantage	5x114.3	68.1
Audi	A1 (2010 -)	5x100	57.1
	A3 (8L 1996 - 2003)	5x100	57.1
	A3 (8P 2003 -)	5x112	57.1
	A4 (8E 2000 - 2004)	5x112	57.1
	A4 (B8 2007 -)	5x112	66.6
	A6 (1999 - 2011)	5x112	57.1
	A6 (2011 -)	5x112	66.6
	A8 (4E 2002 - 2010)	5x112	57.1
	A8 (4H 2010 -)	5x112	66.6
	RS6 (4B 2002 - 2004)	5x112	57.1
	S3 (1999 - 2003)	5x100	57.1
BMW	S3 (2006 -)	5x112	57.1
	S4 (1994 - 2001)	5x112	57.1
	TT 8J (2007 -)	5x112	57.1
	TT 8N (2003 - 2007)	5x100	57.1
	Continental GT	5x112	57.1
Bentley	Continental GT	5x112	57.1
BMW	1 Series (2004 -)	5x120	72.6
	3 Series E30 (1982 - 1990)	4x100	57.1
	3 Series E36 - F30 (1990 -)	5x120	72.6
	5 Series E28, E34 (1985 - 1995)	5x120	72.6
	5 Series E39 (1995 - 2003)	5x120	74.1
	5 Series E60 - F11 (2003 -)	5x120	72.6
	6 Series (1976 -)	5x120	72.6
	7 Series (1977 -)	5x120	72.6
	Z3 (1996 - 2003)	5x120	72.6
	Z4 (2002 -)	5x120	72.6
Citroen	AX (4 stud)	4x108	65.1
	C1	4x100	54.1
	C2	4x108	65.1
	C3	4x108	65.1
	C4	4x108	65.1
	DS3	4x108	65.1
	Saxo	4x108	65.1
Chevrolet	Corvette C4	5x120.5	70.5
Ford	Escort RS Cosworth	4x108	63.3
	Fiesta (all)	4x108	63.3
	Focus (1998 - 2004)	4x108	63.3
	Focus (2004 -)	5x108	63.3
	Focus RS (2009 -)	5x108	63.3
	Ka (1996 - 2008)	4x108	63.3
	Mondeo (1993 - 2000)	4x108	63.3
	Mondeo (2000 -)	5x108	63.3
	Puma (1997 - 2001)	4x108	63.3
	Sierra Cosworth (1990 - 1992)	4x108	63.4
Ferrari	StreetKa (2003 - 2006)	4x108	63.3
	355	5x108	67

Fiat	Punto (1993 -)	4x98	58.1
	Coupe (1993 - 2000)	4x98	58.1
	Bravo (1995 -)	4x98	58.1
Honda	Accord (2003 -)	5x114.3	64.1
	CRX (1984 - 2000)	4x100	56.1
	Civic (1983 to 2006)	4x100	56.1
	Civic (from 2006)	5x114.3	64.1
	Civic Type R (All)	5x114.3	64.1
	Integra Type R	5x114.3	64.1
	Jazz	4x100	56.1
Infiniti	S2000	5x114.3	64.1
	G35 (2003 - 2007)	5x114.3	66.1
Land Rover	Freelander (1998 - 2006)	5x114.3	64.1
	Freelander II (2006 -)	5x108	63.4
	Range Rover II P38 (1995 - 2002)	5x120	70.1
	Range Rover Sport (2005 -)	5x120	72.6
	Range Rover Evoque	5x108	63.4
Lexus	GS 300/430	5x114.3	60.1
	IS 200	5x114.3	60.1
	LS 400/430	5x114.3	60.1
	LS460/600	5x120	60.1
Lotus	Elise S2 (Front 2002 -)	4x100	56.6
Maserati	Grand Sport	5x108	67.1
Mazda	RX-7	5x114.3	59.6
	RX-8	5x114.3	67.1
	MX-5 (1990 - 2005)	4x100	54.1
	MX-5 (2005 -)	5x114.3	67.1
Maybach	62S	5x112	66.6
Mercedes	190	5x112	66.6
	A-Class (all)	5x112	66.6
	C63 AMG	5x112	66.6
	C-Class (all)	5x112	66.6
	CL	5x112	66.6
	CLC	5x112	66.6
	CLK	5x112	66.6
	CLS	5x112	66.6
	E63 AMG	5x112	66.6
	E-Class (all)	5x112	66.6
	MG	4x100	56.1
	ZS	4x100	56.1
	ZT	5x100	56.1
Mini (New)	Cooper (all)	4x100	56.1
	One (all)	4x100	56.1
Mitsubishi	Lancer Evo I, 2, 3	4x114.3	67.1
	Lancer Evo, 4, 5, 6, 7, 8, 9, 10	5x114.3	67.1
	Colt (1992 - 2004)	4x100	56.1
	FTO	5x114	67.1
Nissan	200SX S12, S13	4x114.3	66.1
	200SX S14, S15	5x114.3	66.1
	300ZX Z31/Z32 (1989 - 1992)	5x114.3	66.1

	350Z (2002 - 2009)	5x114.3	66.1
	370Z (2009 -)	5x114.3	66.1
	GT-R (2008 -)	5x114.3	66.1
	Juke (2010 -)	5x114.3	66.1
	Micra (1993 - 2003)	4x100	59.1
	Micra (2010 -)	4x100	60.1
	Skyline R32 (GTS only)	4x114.3	66.1
	Skyline R32, R33, R34 (1989 - 2002)	5x114.3	66.1
	Sunny (1991 - 1995)	4x100	59.1
Peugeot	106 (4 stud 1992 - 2005)	4x108	65.1
	107 (2005 -)	4x100	54.1
	205 (1986 - 1996)	4x108	65.1
	206 (1998 - 2009)	4x108	65.1
	207 (2006 -)	4x108	65.1
	207CC (2007 -)	4x108	65.1
	306 (1993 - 2001)	4x108	65.1
	307 (2001 - 2009)	4x108	65.1
	406 (1995 - 2004)	4x108	65.1
	406 Coupe (1996 - 2005)	4x108	65.1
Porsche	911 (993, 996, 997 all GT)	5x130	71.6
	924 (1976 - 1987)	4x108	57.1
	928 (1978 - 1995)	5x130	71.6
	944 (1987 - 1991)	5x130	71.6
	Boxster (1996 -)	5x130	71.6
	Cayenne (2002 -)	5x130	71.6
	Cayman (2004 -)	5x130	71.6
	Panamera (2009 -)	5x130	71.6
Renault	Clio (1990 -)	4x100	60.1
	Clio V6	5x108	60.1
	Megane (1996 - 2008)	4x100	60.1
	Megane 3 from 2008	5x114.3	66.1
	Megane 225 Sport	5x108	60.1
	Twingo	4x100	60.1
SEAT	Arosa	4x100	57.1
	Ibiza 2002 to 2008	5x100	57.1
	Ibiza from 2008	5x100	57.1
	Ibiza (4 stud)	4x100	57.1
	Leon from 2005	5x112	57.1
	Leon to 2005	5x100	57.1
Skoda	Fabia	5x100	57.1
	Octavia (from 2005)	5x112	57.1
	Octavia (to 2005)	5x100	57.1
	Superb	5x112	57.1
Subaru	Impreza	5x100	56.1
	Impreza STI, WRX (1993-04)	5x100	56.1
	Impreza STI (2005-)	5x114.3	56.1
Suzuki	Swift (from 2005)	4x100	54.1
	Swift Sport 2006	5x114.3	60.1
	Wagon R	4x100	54.1
Toyota	Celica (to 1999)	5x100	54.1
	Corolla (1987 - 2007)	4x100	54.1
	Corolla (2007 -)	5x114.3	60.1
	MR2 (from 2001)	4x100	54.1
	MR2 (to 2001)	5x114.3	60.1
	Yaris (all)	4x100	54.1
	GT86	5x100	56.1
	Supra 1, 2	5x114.3	60.1

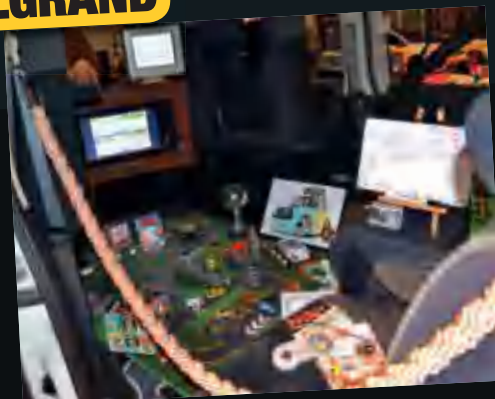
Vauxhall	Astra F, G (1991 - 2004) 4 stud	4x100	56.5
	Astra G, 5 stud (1998 - 2004)	5x110	65.1
	Astra H (2004 - 2009)	4x100	56.6
	Astra H 5 stud (2004 - 2009)	5x110	65.1
	Calibra	4x100	56.5
	Calibra (V6 Turbo)	5x110	65.1
	Corsa B, C, D (1993 -) 4 stud	4x100	56.6
	Corsa C, D (2000 -) 5 stud	5x110	65.1
	Insignia (2008 -)	5x120	67.1
	Nova A (1982 - 1993)	4x100	56.6
	Vectra A, B, C (5 stud)	5x110	65.1
	Vectra A, B (4 stud)	4x100	56.6
Volkswagen	Amarok (2010 -)	5x120	65.1
	Bora (1998 -2005)	5x100	57.1
	Caddy (1996 - 2003)	4x100	57.1
	Corrado (1988 - 1996)	4x100	57.1
	Corrado VR6 (1991 - 1996)	5x100	57.1
	EOS (2006 -)	5x112	57.1
	Fox (2005 -)	5x100	57.1
	Golf 1, 2, 3 (1979 - 1997)	4x100	57.1
	Golf 3 GTI/VR6 (1991 - 1997)	5x100	57.1
	Golf 4 (1997 - 2004)	5x100	57.1
	Golf 5, 6 (2003 -)	5x112	57.1
	Jetta (1985 - 1991)	4x100	57.1
	Jetta (2005 -)	5x112	57.1
	Lupo (1998 - 2005)	4x100	57.1
	New Beetle (1998 -)	5x100	57.1
	Passat (1983 - 1996)	4x100	57.1
	Passat B5, B6, B7, CC (1996 -)	5x112	57.1
	Phaeton (2002 -)	5x112	57.1
	Polo (1994 - 2001)	4x100	57.1
	Polo (2001 -)	5x100	57.1
	Scirocco II (1981 - 1992)	4x100	57.1
	Scirocco III (2008 -)	5x112	57.1
	Touareg (2002 -) diesel	5x130	57.1
	Touareg VR5 TDI (2002 - 2010)	5x120	65.1
	Transporter T4	5x112	57.1
	Transporter T5 (2003 -)	5x120	65.1
	Vento (1992 - 1998)	4x100	57.1
	Vento VR6 (1995 - 1998)	5x100	57.1
Volvo	340	4x100	52.1
	C30 (2006 -)	5x108	63.4
	C70 (1998 - 2006)	5x108	65.1
	S60R (2003 - 2010)	5x108	65.1
	S70 (1997 - 2000)	5x108	65.1
	S80 (1998 - 2006)	5x108	65.1
	V70 (2007 -)	5x108	63.4





PHILIP EGAN'S NISSAN ELGRAND

FC says: Friend of *Fast Car* and all-round top guy Phil Egan, is back with another whacky creation! Phil doesn't like modifying 'normal' cars as his past Nissan Cubes have proved, both of which featured in *Fast Car*. So where do you go from a crazy Cube? A 3.5 litre, 240bhp Nissan Elgrand of course. Phil's inspiration for this build came from buying custom Hot Wheels vans for his son, this lead him to look into the vannin' scene of the 70s, 80s and 90s! He also wanted to prove that having kids doesn't have to end your modified car life. The rest, as they say, is history! Nice work, fella.



TECHSPEC

ELGRAND AUTECH RIDER S

TOP MODS:

Tailgate completely smoothed of registration recess, badges, and boot switches, cut out central lower valance to allow more lowering, custom pink glitter, mint and black vinyl wrap, rear number plate mounted on rear bumper, JDM Illuminated Rooftop Car Reservation Sign, rear lower lights tinted with pink film, front upper and lower grilles sprayed gloss black, headlights wrapped in FlyEyes film, kerb feelers, BC Racing VM-1 adjustable coilovers, 8x18-inch Extreme Offset Smoothie wheels in polished chrome finish, bronze VIP Tsuna rope on rear sliding door grab handles, long pile black fur headlining, Jimmy Up Miami Vice pink and mint gear shifter, 1980's bedroom theme, loads of audio.





BEN BAKER'S NISSAN GTR

FC says: Everyone loves a Skyline and we especially like this one that's just been imported into the UK by Ben Baker from Cambridgeshire. We're not sure what Ben has planned for this beast, but he's already got plenty of toys to play with in its current trim. The spec list isn't far short of most people's wish list – and we had to cut it back to make it fit in that black box!



TECHSPEC

R33 GTR V-Spec

TOP MODS:

BNR34 GTR Turbos, Apexi exhaust and air filters, Japspeed decat, Grex oil cooler, alloy radiator, Link G4 ECU, Blitz turbo timer, Nismo meters, AEM digital boost and water/fuel gauge, Impul NS-GT II 18-inch alloy wheels, Yoko Advan Neova tyres, Cosco rear upper arm and strut brace, Biot coilovers, Dixcel rotors, Nismo shift knob, Nardi leather 350mm wheel.



ADAM LEWIS' CIVIC TYPE R

FC says: When you read through the spec sheet of this tidy looking FN2 you'd be forgiven for thinking that there's a couple of year's worth of work and cash gone into building it, but owner Adam Lewis, has done all this (and more) in 10-months of ownership. He's got more planned for 2016 and we'll be keeping a close eye on this one as he's after a full feature, and with 238bhp and killer looks already, he's not far off!



TECHSPEC

FN2 Type R

TOP MODS:

Genuine Mugen spoiler, rear splitter and vented arches, Honda GP front splitter, Tegiva carbon bonnet, HKS RSK induction kit, Honda FD2 throttle body, Honda RBC intake manifold, Tegiva thermal gaskets, Stoptech vented brakes, Klutch SL14 wheels, MeisterR ZetaR coilovers, Corbeau buckets, Takata 4 point harnesses, Pioneer touchscreen doubleDIN headunit, Skunk2 weighted gear knob, custom boot build with Pioneer 12-inch sub and amp, Hondadata FlashPro mapped by TDI North.

READERS' RIDES



TOM GLOSSOP'S CLIO 172

FC says: Now here's something you don't see everyday, a Phase 1 Clio 172 riding on Air Lift bags. The air ride was perfectly installed by the guys at Studio Incar who also banged in a tidy audio install at the same time. We're looking forward to seeing this one progress. Great work Tommy and a big thanks to Exquisite Automotive Photography for the awesome pics!



TECHSPEC RENAULT 172

TOP MODS:

Air Lift Performance suspension, Hertz audio build, Klutch SL1 alloys, show cage, K-Tec Super Sport stealth exhaust, Corbeau Club Sport bucket seats, MOMO wheel with quick release boss.



BEN GILL'S MK5 GOLF

FC says: The Mk5 has to be one of the most modified cars in the last 3-years and Ben Gill is more than aware of this. He's tried to make his different from the norm and most people would be more than happy with the way this one looks but not Ben. He's planning a big rebuild for next season, including a colour change and fresh body parts! Keep us posted Ben!



TECHSPEC Mk5 Golf

TOP MODS:

Fully smoothed standard front end with Edition30 front splitter, GTi skirts, Edition30 rear bumper with exhaust cut out smoothed, Air Lift V2, Slam Series bags, Rial Daytona 2-piece wheels polished and re-built by Wheel Unique.

SHOW US WHAT YOU'VE GOT!

Here's your chance to show off both your ride and your photography skills in the pages of FC. To enter your car just open a fresh new email, put 'Readers' Rides Submission' in the subject line and send us a few pics of the best bits (larger than 1MB with no ghosting or logos, and you must have the photographer's permission) along with a short spec and a paragraph telling us why your motor deserves to adorn these hallowed pages. Pop the whole lot over to jules.truss@kelseymedia.co.uk and we'll do the rest.



CHRISTMAS GIFT OFFER

VIP MULTI CHOICE CAR SHOW VOUCHER

ONLY £20



**TREAT THE PETROL-HEAD IN YOUR LIFE WITH A
VIP MULTI CHOICE CAR SHOW VOUCHER THIS CHRISTMAS!**

Voucher includes an entry ticket to any show of their choice*, VIP parking pass, goodie bag with official t-shirt, souvenir show guide and stickers.

PURCHASE YOUR VOUCHER FROM ANY OF THESE WEBSITES:

japfest.co.uk • classicfordshow.co.uk • pvshow.co.uk • fordfestshow.co.uk • traxshows.co.uk • miniworldlive.co.uk • theinternationalfordshow.com • fordfair.co.uk • minishow.co.uk • japfest2.co.uk

JAPFEST
EUROPE'S BIGGEST JAPANESE CAR SHOW

ClassicFordShow
THE UK'S PREMIER CLASSIC FORD EVENT

PVS
THE PERFORMANCE VEHICLE SHOW

FordFest

TRAX
THE ULTIMATE PERFORMANCE CAR EVENT

MiniWorld
THE UK'S PREMIER MINI FESTIVAL

THE INTERNATIONAL FORD SHOW

fordfair

mini in the park

JAPFEST2
THE ULTIMATE HIGH PERFORMANCE EXPERIENCE

Your gift voucher will be emailed to you on purchase. To redeem your voucher simply go to the show website of your choice and enter your unique redemption code which can be found on your voucher.

*Shows included in this offer are Japfest, Classic Ford Show, PV Show, FordFest, TRAX, Mini World Live, The International Ford Show, Ford Fair, Mini in the Park and Japfest2. Closing date Midnight Wednesday 23rd December 2015.

Quotes of the Month

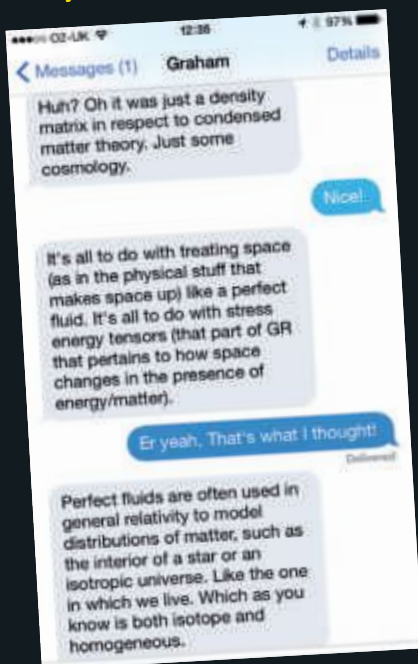


Initial G: "So you slackers are finally back from the US. Are you actually gonna do some work now?"

Midge: "Er, I'm stuck on the top of a glacier at the minute mate, I'll call you back... in a week."
Initial G: "Oh for fuck's sake!"



Midge: "Right, Hakkasan at the MGM after this shoot, you up for it?"
Jules: "Yeah, I've got my lucky pulling pants on. Watch out ladies!"
Midge: "Er yeah, so I see. Pink with white spots, classy."



Text of the Month

G, you might as well be speaking Japanese son!
(Oops note the deliberate spelling mistake, should have been isotropic, not 'isotope'— Initial G)



COOL OFF

We did wonder why the little fella had chosen to go on holiday in Reykjavik (where the temperature is about minus 7-degrees) just a day after getting back from 'working' in the Nevada desert. But it all becomes clear...



UPGRADE

Because he couldn't find the time to go to Vegas, our Initial G decided to cheer himself up this month by shelling out on a spanking new 5K iMac with all the trimmings. To be fair it's been a while since his last upgrade...



TINY MAN, TINY BRAIN.

It's not often our illustrious Ed has such an epic moment of genius like this sweet 'Move Over' caption a couple of issues ago, did you spot it? Unfortunately, it is very often that Midge doesn't get "what the fuck you're going on about, Jules." The big man even had to send him this picture to explain why that particular caption was "all messed up." I swear he gets thicker every month.



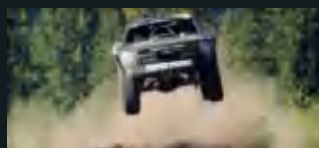
TOP 5 VIDEOS

CHECK OUT MORE ON WWW.FASTCAR.CO.UK



2300BHP LAMBO HURACAN

Check out this crazy Underground Racing Lambo smashing the world-record for the standing half-mile. 2300bhp and 239mph? Christ alive!
<http://www.fastcar.co.uk/2015/11/17/2300bhp-lamborghini-huracan/>



RECOIL 3

All that SEMA stuff has got us right into mental trophy truck stuff. Watching this insane video, you can see why.
<http://www.fastcar.co.uk/2015/11/10/bj-baldwins-recoil-3/>



DRAG CIVIC CRASH

It's all in the title really. The parachute opens, this one clips the guard rail and then rolls at 150mph. Motorsport can be dangerous, kids!
<http://www.fastcar.co.uk/2015/11/11/drag-honda-civic-rolls-at-150mph/>



MISSING IN ACTION

If anyone comes across Jules' kitchen knife can they please let us know? Last seen 3 months ago when Midge was trying to cut a cable tie off his Golf, the big man is getting a little worried now and praying for its safe return. (Yes, okay, I get it. I'll bring it back. No need to be funny about it - Midge).



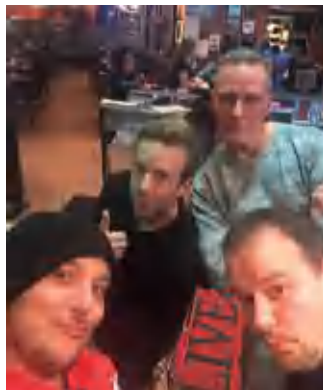
CAUGHT IN THE ACT

He won't admit it, but it has to be said our Midge is a little heavy handed, not just with cars, but with just about everything else. Funny how it's never him when product stuff gets broken though eh? Anyway check out this 'action' shot from last month's winter paint prep guide - get out of that one you clumsy little bugger. (Okay, yeah, that might have been me - Midge).



CARS VS BOAT

We absolutely love this clip. What happens when a Hydrostream Venom powerboat takes on a Supra and Evo 10? Awesomeness, that's what!
<http://www.fastcar.co.uk/2015/11/04/powerboat-vs-cars-drag-race/>



BLAST FROM THE PAST

If you've been around as long as we have, you may recognise two old chums that Midge and Jules bumped into in Las Vegas - say hello to Millsy and Anslow from the formerly legendary *Max Power* magazine. After what these guys got up to in the noughties we're not only amazed that they're still alive, but we're pretty impressed they can still knock back the shots like it's 2004. Massive hangover anyone? (Not again, thanks - Slim Jules).



GAYBLE TENNIS

It's no secret that the boss loves a spot of ping-pong on a Tuesday evening; he's pretty good at it too, he's got a UK ranking and everything. We do think our very own fat Forrest Gump is taking things a bit far with his new personalised kit bag though. Besides, that's not how you spell tosser.

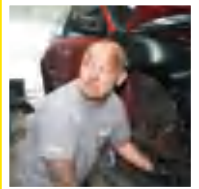


7 BEST ON-BOARD VIDS

Follow this link and you'll find Glenda has sorted you out with seven of the best car videos ever. Sit down and strap in!
<http://www.fastcar.co.uk/2015/11/03/best-on-board-car-videos/>

Midge's DIY TIPS

Hacks, tips and all round useful bits!



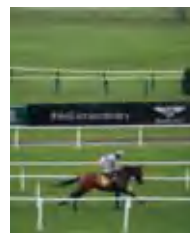
Kitty Litter

A nice hefty bag of Kitty litter can be used for all sorts of things and not just when you get caught short on a road trip and medically need a shit (come on, that's just wrong mate - Slim Jules). Some use it to add weight for better RWD traction in winter or even to grit the road when getting stuck in snow, I personally love this stuff for soaking up oil and coolant leaks on my Mum's drive before she goes apeshit about the mess I've made.

One of the classics though, is to whack a load in a sock to stop your windows steaming up. Unused cat litter soaks up moisture like a demon, so it's a perfect hack if you're leaving your car for any amount of time. It's also useful this time of year if you've got an old convertible. Try it for yourself, then tell everyone on Facebook a short bald bloke told you to.

so what!

Press releases we really don't care about this month...



Bentley is delighted to announce a premium partnership with The Jockey Club, founded in 1750 by the champions of British horse racing, whose patron is Her Majesty the Queen.

Tally ho, what what and all that.
 DMC Moto in Stoke on Trent is the latest edition to the Ducati dealer network, expanding the number of Ducati dealers to 32 in the UK.

Did someone say 'sausage jockey'?
 The CEO of Marshall Motor Holdings Plc, Daksh Gupta, speaks exclusively to MotorTradeRadio.com about the group's decision for making their biggest acquisition to date, his vision for the future and the challenges facing the

industry.
Remind me to tune in for that one, then.

A new asset-backed investment opportunity has been launched, which offers tax-efficient access to investing in classic cars and classic supercars.
That old chestnut, eh? Sounds like a pyramid scheme to me?

Vauxhall has supplied six Movanos to Essex-based Magnolia Building Services, a mechanical and electrical contractor for the transport sector.
Can't beat a bit of magnolia, eh?

The Dacia Duster has won the Small SUV class at the fifth annual Green Apple Awards at an awards ceremony held at the Houses of Parliament in London. The 'shockingly affordable' Duster, in dCi 110 4x2 guise, was voted into first place by judges thanks to its efficient performance, value for money and high specification.

Good news... as James

May would say.

Rolls-Royce Motor Cars, in partnership with the National YoungArts Foundation, will present the North American debut of Isaac Julien's work *Stones Against Diamonds* (Ice Cave) during Art Basel in Miami Beach 2015.

Er, seriously - you chuffin' what?

The growing popularity of the Fiat 500X has been demonstrated again after former professional tennis player and now TV presenter Dan Lobb took delivery of his new car recently in London.

I hope you told the tax man, Mr Lobb.

ŠKODA UK today announces the appointment of John French as its new Head of Sales Operations. After three years working in China as Regional Sales and Marketing Strategy Manager for Volkswagen Passenger Cars, John will start his new role this month.

Hello John.

Next month* in Fast Car the force is strong for...



...the Car Wars Special

DARK SIDE MOTORS:

Porsche 911
Honda Integra
Corsa C Turbo

LIGHT SIDE MOTORS :

Golf Wagon
Mk2 Jaguar
Audi RS7

WILD CARD

Rusty Slammington

SHOWS:

We hit Cleanfest and Ahoy Tuning

SPECIAL GUIDE:

We reveal all the looks and mods that will be BIG in 2016.

AIR FILTERS:

Everything you need to know about buying, fitting and running air filters.

PLUS, PLUS:

Fast Projects, Posters and all your regular features you know and love.

*To change subject, because how we roll, that is.
(please read in your best Yoda voice)



www.fastcar.co.uk

Kelsey Media
Cudham Tithe Barn
Berry's Hill
Cudham
Kent
TN16 3AG

EDITORIAL

Editor: Jules Truss
Email: jules.truss@kelseymedia.co.uk
Contributing Editor: Midge
Email: james.burn@kelseymedia.co.uk
Art Editor: Graham Morecroft
Email: graham.morecroft@kelseymedia.co.uk
Web Editor: Glenda
Email: glenn.rowswell@kelseymedia.co.uk

ADVERTISEMENT SALES

Commercial Manager: Jeff Blackmore
jeff.blackmore@kelsey.co.uk
Tel: 01733 353353

PRODUCTION

Production Manager: Jackie Aubrey
jackie.aubrey@kelsey.co.uk
Production Supervisor: Joe Harris
joseph.harris@kelsey.co.uk
Tel: 01733 353382

MANAGEMENT

Managing Director: Phil Weedon
Chief Executive: Steve Wright
Chairman: Steve Annetts
Finance Director: Joyce Parker-Sarioglu
Creative Director: Vicky Ophield & Emma Dublin
Retail Distribution Manager: Eleanor Brown
Audience Development Manager: Andy Cotton
Subscriptions Marketing Manager: Dan Webb
Brand Marketing Manager: Rebecca Gibson
Events Manager: Kat Chappell
Events Marketing Manager: Sarah Jackson

SUBSCRIPTIONS

13 issues of Fast Car are published per annum
UK annual subscription price: £92.40
Europe annual subscription price: £72.99
USA annual subscription price: £72.99
RoW annual subscription price: £79.99

UK subscription and back issue orderline: 0845 241 5159
Overseas subscription orderline: 0044 (0) 1959 543 747
Toll free USA subscription orderline: 1-888-777-0275
UK customer service team: 01959 543 747
Customer service email address: subs@kelsey.co.uk

Customer service and subscription postal address:
Fast Car Customer Service Team
Kelsey Publishing Ltd
Cudham Tithe Barn
Berry's Hill
Cudham
Kent
TN16 3AG
United Kingdom

Find current subscription offers on our website: shop.kelsey.co.uk/FTC

Already a subscriber?
Manage your subscription online: shop.kelsey.co.uk/site/loginForm
Kelsey Shop
www.kelseyshop.co.uk
Back Issues: 0845 873 9270
Books: 0845 450 4320

DISTRIBUTION

Seymour Distribution Ltd, 2 East Poultry Avenue | London, EC1A 9PT
www.seymour.co.uk
Tel: 020 7429 4000

PRINTING

William Gibbons & Sons Ltd

Kelsey Media 2015 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Publishing Ltd uses a multi-layered privacy notice, giving you brief details about how we would like to use your personal information. For full details, visit www.kelsey.co.uk, or call 01959 543524. If you have any questions, please ask us submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email or SMS. You can opt out at ANY time via email: data.controller@kelsey.co.uk or 01959 543524.

Fast Car is available for licensing worldwide. For more information, contact bruce@bruceandfordlicensing.com

K **KELSEY**media
www.kelsey.co.uk

#365 On Sale Friday January the 8th

Alloy Wheels + Accessories



Bola TX09

Size: 17", 18"

Colour: Silver, Black, Gold

From **£575.00**

Bola ZZR

Size: 19", 20"

Colour: Gun Metal, Silver Polished

From **£795.00**

Bola TX304

Size: 18" Only

Colour: Silver

From **£750.00**

Bola B1

Size: 18", 19"

Colour: Black, White, Gunmetal, Silver, Gold, Bronze, Hyper Black

From **£750.00**

XXR 530

Size: 15", 18"

Colour: Gold, Bronze, Flat Black, Chrome Black, Black Chrome

From **£424.00**

XXR 969

Size: 18", 19"

Colour: Flat Black, Chrome Black, Gold

From **£672.00**

XXR 531

Size: 16", 17", 18"

Colour: Chrome, Silver, Black

From **£672.00**



Sealey 1500 Alloy Wheel Socket Set
£24.99



Sealey 1500 Digital Tyre Pressure Gauge
£15.99



Sealey 1500 Digital Tyre Tread Gauge
£18.99

Air Filters + Hoses



CAS-TF80

CAS-GT4

CAS-GT2

Universal	Price
TF80	£12.99
GT2	£12.99
GT4	£12.99
FR1	£29.99
TAFF80	£11.99
TF250	£9.99
AF001R	£8.99

CAS-FR1

1m Silicone Hose

Size	Price
10mm	£2.99
12mm	£3.99
14mm	£4.99
16mm	£5.99
18mm	£6.99
20mm	£7.99
22mm	£8.99
24mm	£9.99
26mm	£10.99
28mm	£11.99
30mm	£12.99
32mm	£13.99
34mm	£14.99
36mm	£15.99
38mm	£16.99
40mm	£17.99
42mm	£18.99
44mm	£19.99

Features:
- Premium Silicone
- Chlorine Acid Resistant
- No Braided
- 4 Pin Connectors
- High Pressure Rating
- High Temperature Rating

Samco Hose Kits

Model	Price
Audi TT MK1 2.0	£115.00
Audi A3 1.8	£115.00
BMW 2.0	£115.00
BMW 2.0	£115.00
Ford Focus MK1 2.0	£115.00
Ford Focus MK2 2.0	£115.00
Ford Focus MK3 2.0	£115.00
Ford Focus MK4 2.0	£115.00
Ford Focus MK5 2.0	£115.00
Ford Focus MK6 2.0	£115.00
Ford Focus MK7 2.0	£115.00
Ford Focus MK8 2.0	£115.00
Ford Focus MK9 2.0	£115.00
Ford Focus MK10 2.0	£115.00
Ford Focus MK11 2.0	£115.00
Ford Focus MK12 2.0	£115.00
Ford Focus MK13 2.0	£115.00
Ford Focus MK14 2.0	£115.00
Ford Focus MK15 2.0	£115.00
Ford Focus MK16 2.0	£115.00
Ford Focus MK17 2.0	£115.00
Ford Focus MK18 2.0	£115.00
Ford Focus MK19 2.0	£115.00
Ford Focus MK20 2.0	£115.00
Ford Focus MK21 2.0	£115.00
Ford Focus MK22 2.0	£115.00
Ford Focus MK23 2.0	£115.00
Ford Focus MK24 2.0	£115.00
Ford Focus MK25 2.0	£115.00
Ford Focus MK26 2.0	£115.00
Ford Focus MK27 2.0	£115.00
Ford Focus MK28 2.0	£115.00
Ford Focus MK29 2.0	£115.00
Ford Focus MK30 2.0	£115.00
Ford Focus MK31 2.0	£115.00
Ford Focus MK32 2.0	£115.00
Ford Focus MK33 2.0	£115.00
Ford Focus MK34 2.0	£115.00
Ford Focus MK35 2.0	£115.00
Ford Focus MK36 2.0	£115.00
Ford Focus MK37 2.0	£115.00
Ford Focus MK38 2.0	£115.00
Ford Focus MK39 2.0	£115.00
Ford Focus MK40 2.0	£115.00
Ford Focus MK41 2.0	£115.00
Ford Focus MK42 2.0	£115.00
Ford Focus MK43 2.0	£115.00
Ford Focus MK44 2.0	£115.00
Ford Focus MK45 2.0	£115.00
Ford Focus MK46 2.0	£115.00
Ford Focus MK47 2.0	£115.00
Ford Focus MK48 2.0	£115.00
Ford Focus MK49 2.0	£115.00
Ford Focus MK50 2.0	£115.00
Ford Focus MK51 2.0	£115.00
Ford Focus MK52 2.0	£115.00
Ford Focus MK53 2.0	£115.00
Ford Focus MK54 2.0	£115.00
Ford Focus MK55 2.0	£115.00
Ford Focus MK56 2.0	£115.00
Ford Focus MK57 2.0	£115.00
Ford Focus MK58 2.0	£115.00
Ford Focus MK59 2.0	£115.00
Ford Focus MK60 2.0	£115.00
Ford Focus MK61 2.0	£115.00
Ford Focus MK62 2.0	£115.00
Ford Focus MK63 2.0	£115.00
Ford Focus MK64 2.0	£115.00
Ford Focus MK65 2.0	£115.00
Ford Focus MK66 2.0	£115.00
Ford Focus MK67 2.0	£115.00
Ford Focus MK68 2.0	£115.00
Ford Focus MK69 2.0	£115.00
Ford Focus MK70 2.0	£115.00
Ford Focus MK71 2.0	£115.00
Ford Focus MK72 2.0	£115.00
Ford Focus MK73 2.0	£115.00
Ford Focus MK74 2.0	£115.00
Ford Focus MK75 2.0	£115.00
Ford Focus MK76 2.0	£115.00
Ford Focus MK77 2.0	£115.00
Ford Focus MK78 2.0	£115.00
Ford Focus MK79 2.0	£115.00
Ford Focus MK80 2.0	£115.00
Ford Focus MK81 2.0	£115.00
Ford Focus MK82 2.0	£115.00
Ford Focus MK83 2.0	£115.00
Ford Focus MK84 2.0	£115.00
Ford Focus MK85 2.0	£115.00
Ford Focus MK86 2.0	£115.00
Ford Focus MK87 2.0	£115.00
Ford Focus MK88 2.0	£115.00
Ford Focus MK89 2.0	£115.00
Ford Focus MK90 2.0	£115.00
Ford Focus MK91 2.0	£115.00
Ford Focus MK92 2.0	£115.00
Ford Focus MK93 2.0	£115.00
Ford Focus MK94 2.0	£115.00
Ford Focus MK95 2.0	£115.00
Ford Focus MK96 2.0	£115.00
Ford Focus MK97 2.0	£115.00
Ford Focus MK98 2.0	£115.00
Ford Focus MK99 2.0	£115.00
Ford Focus MK100 2.0	£115.00



Air Suspension

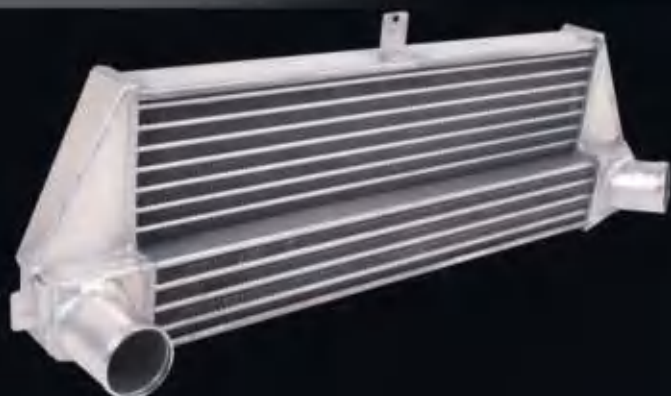


Complete Air Ride Kits From £1599.99

Audi		Honda		Mercedes		Nissan	
A1	2011-2015	A1	1971-2015	G-Class	2007-2015	Nissan GT-R	1997-2002
A3	1996-2015	Civic	1972-2015	GLK	1997-2015	Infiniti	1989-2015
A4	2000-2015	Accord	1989-2015	GLS	2014-2015	Silverado	1995-2015
A5	2007-2015	Jazz	2007-2015	E-Class	1995-2015	Yukon	1991-1996
A6	1996-2015	Prelude	1987-2001	C-Class	1991-1996		
A7	2007-2015	S2000	1996-2015				

DIRENZA

— street — track — stance —



SERIOUSLY COOL
INTERCOOLERS



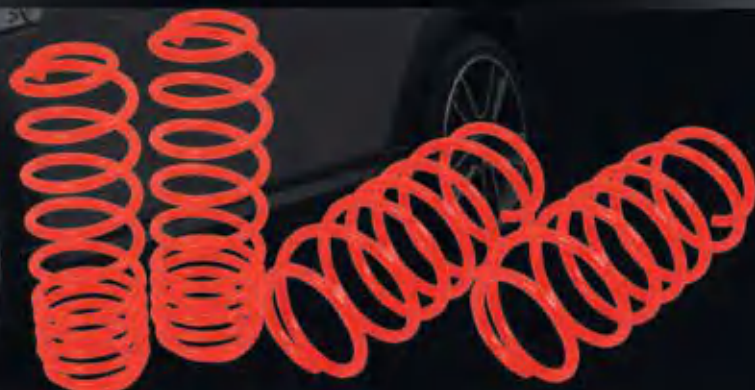
HUBCENTRIC
WHEELSPACERS



HIGH PERFORMANCE
EXHAUST SYSTEMS



TUV APPROVED
LOWERING SPRINGS



WWW.DIRENZA.CO.UK

